RUSS OLSON VOLUME 26A

MINNEAPOLIS, ST. PAUL, ROCHESTER & DUBUQUE ELECTRIC TRACTION COMPANY

Description

Information regarding the above-named rail company sometimes referred to as the "Dan Patch Line."

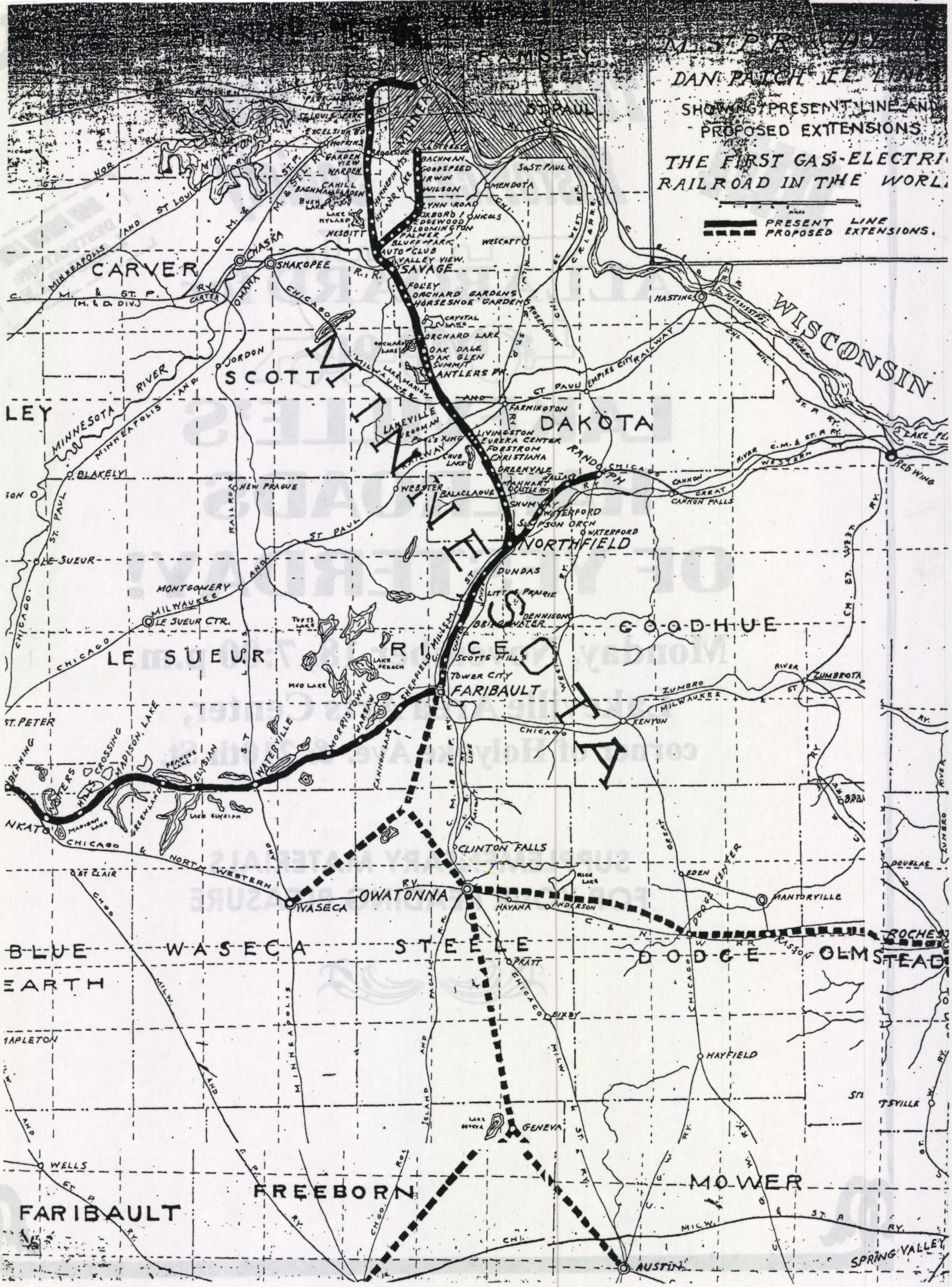
Sub-divisions Within This Volume

- Contents of the Front Pocket
- General History
- Track & Facilities
- Operations
- Financial

CONTENTS OF FRONT POCKET

The front pocket contains one letter-sized envelope holding a 35-mm projection slide, a close-up in color of the logo of the *Dan Patch Line*. The slide has not been reproduced for this pdf file.

GENERAL HISTORY


M. ST. P. R. (DAN PATCH EL. LINE
SHOWING PRESENT LINE AND
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RAILROAD IN THE WORL
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PROPOSED EXTENSIONS.
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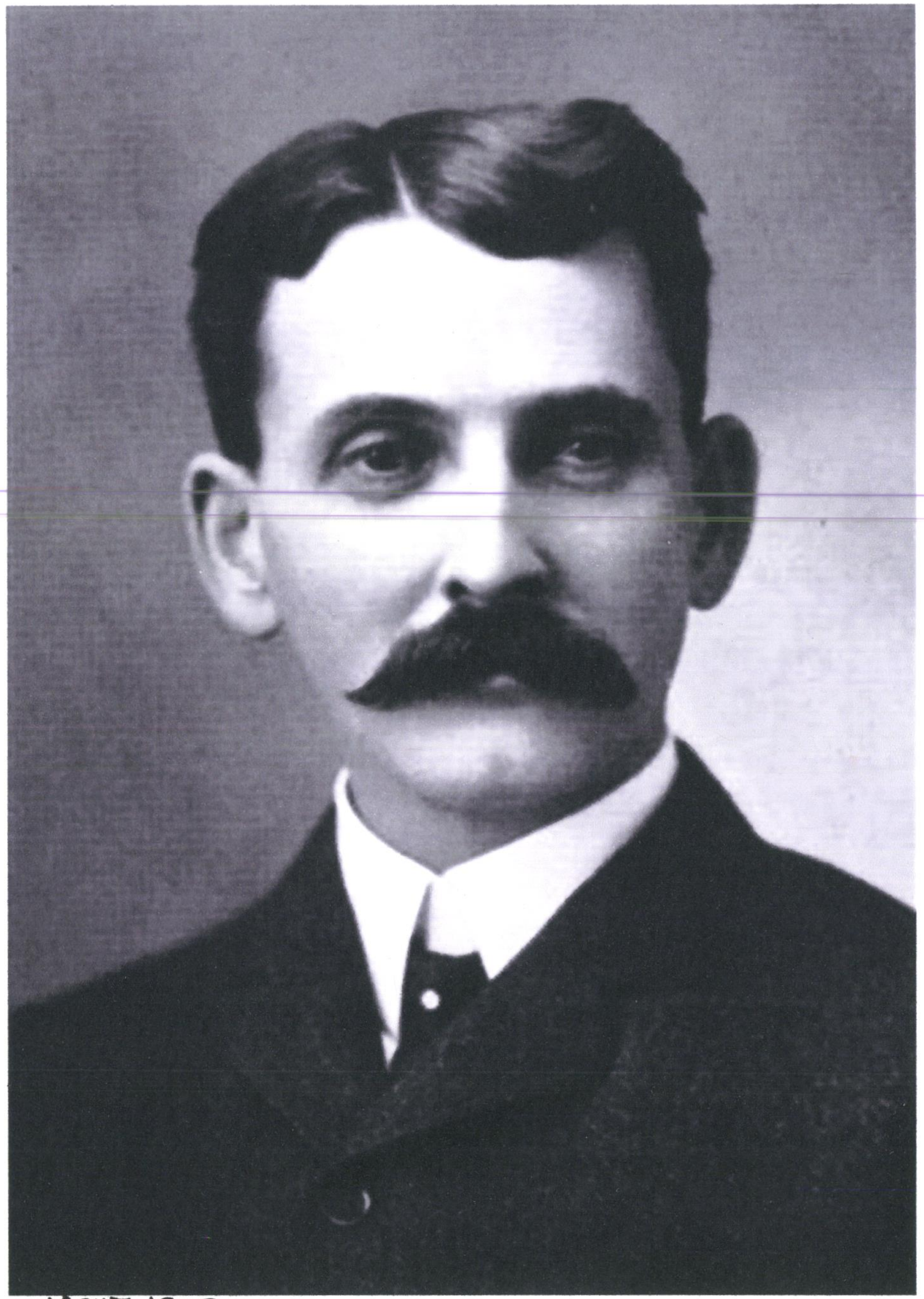
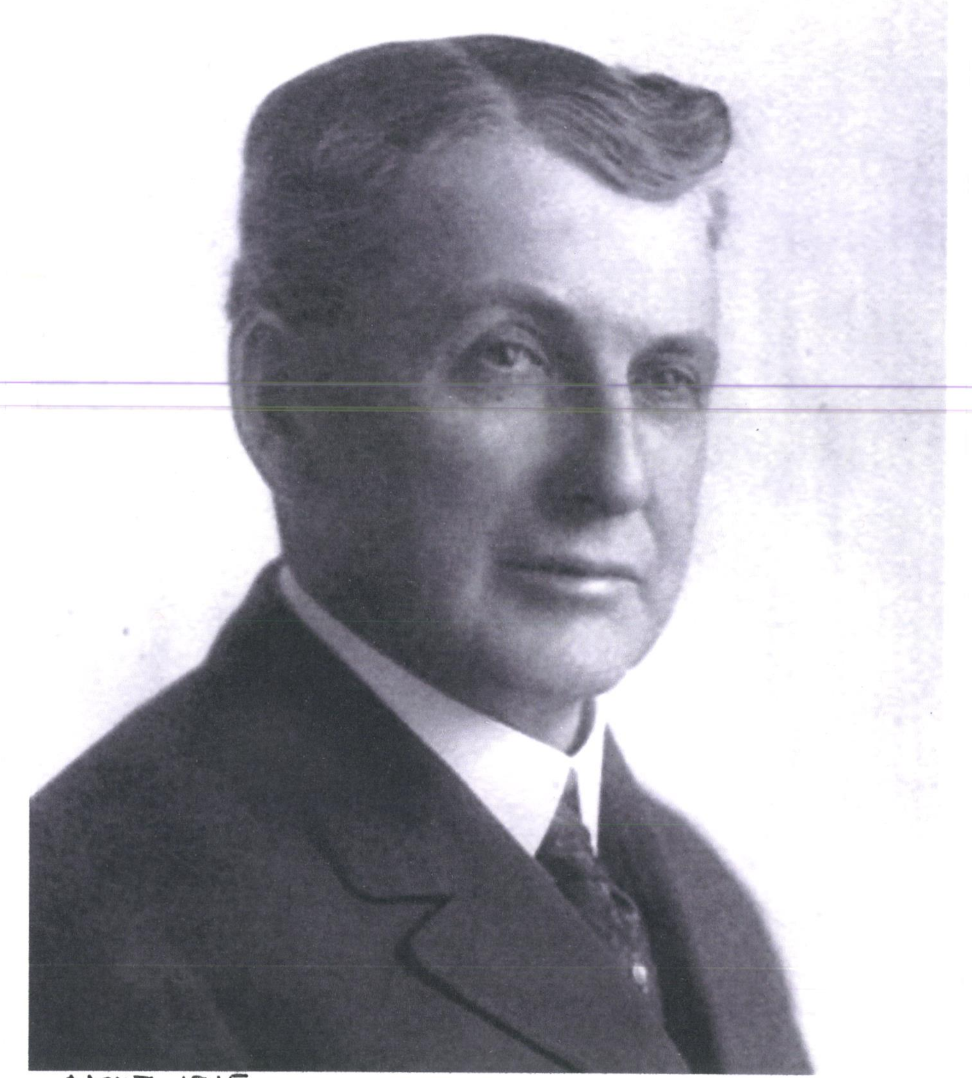
LAKEVILLE
ANTLERS PK.
RANDOLPH
NORTHFIELD
DUNDAS
CANNON FALLS
RED WING
GOODHUE
RICE
FARIBAULT
LE SUEUR
LE SUEUR CTR.
MONTGOMERY
NEW PRAGUE
BLAKELY
ST. PETER
WATERVILLE
ELYSIAN
MADISON LAKE
MANKATO
WASECA
OWATONNA
STEELE
CLINTON FALLS
KENYON
ZUMBROTA
MANTORVILLE
DODGE
ROCHESTER
OLMSTEAD
BLUE EARTH
MAPLETON
HAYFIELD
GENEVA
WELLS
FARIBAULT
FREEBORN
MOWER
ALBERT LEA
AUSTIN
SPRING VALLEY



ABOUT 1900



ABOUT 1915

MINNEAPOLIS ST.PAUL ROCHESTER & DUBUQUE ELECTRIC TRACTION CO.

"DAN PATCH ELECTRIC LINE"

M. W. SAVAGE

Marion Willis Savage was born 3-20-1859 in Akron, Ohio, but raised in West Liberty, Iowa. His father was a country doctor and pharmacist who wanted his son to also become a doctor. Savage began the study of medicine, but after his marriage to Marietta Bean in 1881 his natural love of animals caused him to instead become a livestock breeder. The couple acquired a farm near Iowa Falls, Iowa, which later was completely destroyed by a tornado. Conflicting accounts indicate high water, or a hot,dry summer may also be involved. He sold the farm in 1883 and opened a patent medicine business in Iowa Falls, the Dr. E. W. Savage Medicine Company. This business was moved a short time later to Dubuque. There he secured additional capital from local business partners and a financial backer. The business was reorganized as the German Medicine Company although the products remained the same. The firm quickly folded with some accounts indicating that an unscrupulous business partner undermined its financial health (embezzlement).

The family moved to Minneapolis in 1886 where he established another enterprise again using the name German Medicine Company. Here he changed the product line to mixing feed supplements for animals; high class medicated stock food to be fed to animals as an addition to their regular grain feed. He gave the company a new name: The International Stock Food Company, which opened during 1890 using a small warehouse located at Washington Ave. and 2nd Avenue in Minneapolis. The business grew and was moved to larger facilities in the same area during 1893. Five years later the business again moved to a six-story building.

The business continued to prosper. His success was due to a seemingly natural talent for advertising, sales promotion and showmanship. The International Stock Food Company purchased the Industrial Exposition Building, Minneapolis, in April 1903. Built during 1886 at Main St. and Central Ave. on the block bounded by Main St., First Ave., Ortman St., and Broad St., the building measured 356 ft. long, 336 ft. wide, and 80 ft. high, with an addition 75 ft. by 150 ft.; contained over 750,000 sq. ft. of space. Original cost was $400,000. The Exposition had entered bankruptcy during 1895. The stock food company needed more space as it had become the largest firm of its kind in the world with much of the business conducted through mail orders.

He built a mansion in Minneapolis at 2600 Park Avenue that included a stable on the property. He had a home on Lake Minnetonka, "Idylwild". During 1900 it was reported that Royal C. Moore of Wayzata was building a 42 ft. gasoline-powered launch for him. In June 1902 he purchased 700 acres of choice farm land on the Minnesota River in Hamilton Township on which he proceeded to begin construction of the largest horse breeding farm in the country, the International Stock Food Farm. He also purchased 271 acres from Allen Goodrich located in Bloomington Township directly across the Minnesota River from the horse farm. On part of this land he built his summer home, "Valley View", on 125 ft. of bluff overlooking the farm from the north side, during 1903.

The International Stock Food Farm stable was completed in 1903. It consisted of an octagonal dome, 90 ft. in diameter, from which radiated five large halls, each 157 ft. long with heated stalls; total capacity 130 horses. Cost was $125,000. A one-mile open track costing $18,000 was built; the track record was 2:00 minutes. In the fall of 1907 construction of a completely enclosed half-mile training track west of the stable was begun; completed in January 1908 at a cost of $25,000. One report stated the farm population was 350 horses and colts. Hamilton Township was renamed Savage Township in 1904.

In an era when the horse was an important part of daily life, many people were interested in horses. At state fairs horse shows were popular attractions. Savage reasoned that champion race horses would have an admiring audience comprised of farmers who also were stock feed customers. To publicize his stock feed as well as to fulfill a life-long dream he began stocking his horse-breeding farm with champion race horses. In December 1902 he had purchased the sensational pacer Dan Patch for $60,000 which at that time was the highest price ever paid for a horse.

The year 1903 saw Dan patch cement his reputation as the world's fastest pacing horse, breaking every possible record for that style of racing. His career peaked during the racing seasons of 1905 and 1906. October 5, 1905, at

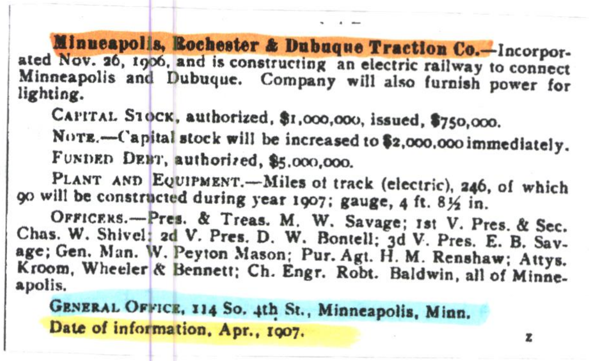
Lexington, Kentucky: 1:55:25, fastest officially recognized mile record. At Minnesota State Fair, September 8, 1906, he made harness racing history, pacing the mile in the fastest time of his career: 1:55. In 1907 Savage renamed his farm The International 1:55 Horse Farm. Dan Patch enjoyed the challenge of a race, loved crowds, and never failed to give a great performance. He was gentle, good-spirited, and possessed a high-degree of intelligence, all of which made him extremely popular with admirers who were incessently reminded that the horse was fed on Savage's "Three Feeds for One Cent". Every year thousands of people traveled to the horse farm to see Dan Patch. In 1909 Dan Patch was forced to retire after visibly limping in a race. The last pacing appearance was on November 25, 1909, at New Orleans. However the horse continued to make public appearances. The magic of the Dan Patch name was also used to promote sales of Savage's firms products as well as sales of capital stock in his enterprises.

During 1911 all of Savage's numerous and varied enterprises, including the original International Stock Food Company, were folded into one giant profit-sharing, mail-order company, M. W. Savage Factories Inc. This was advertised as the largest mail-order house in the northwest. All business was conducted by mail. Merchandise of all descriptions was offered for sale; the average home and farm owner could supply their entire needs from the catalog. Eventually the company had more than 10,000 stockholders. The Exposition Building was turned into a huge mail-order warehouse. Eventually all the Savage family businesses located their offices in this building.

MINNEAPOLIS ROCHESTER & DUBUQUE TRACTION CO.

While Dan Patch was breaking horse racing records an easterner, William P. Mason, had approached M. W. Savage with a proposal to build a railroad from Minneapolis directly to the horse-breeding farm, 19 miles south of the central city. Mason had no money to invest but was knowledgeable about railroads. He sought to convince Savage that a railroad would be worth its cost because of its promotional value. After studying the proposal Savage became convinced not only of the promotional value, but also of the potential as a common carrier serving southern Minnesota and northern Iowa. This part of Minnesota was prosperous with grain fields, dairy and produce farms, and numerous thriving towns and cities with varied industrial activity.

The Minneapolis Rochester & Dubuque Traction Co. was incorporated in New Jersey on November 26, 1906. Selling of capital stock at $25 per share was undertaken. Acquisition of right-of-way was then begun. No explanation of subequent events has been recorded; perhaps the financial recession which began during 1907 was partly responsible. A new company was organized during September 1907.



Minneapolis, Rochester & Dubuque Traction Co.—Incorporated Nov. 26, 1906, and is constructing an electric railway to connect Minneapolis and Dubuque. Company will also furnish power for lighting.

CAPITAL STOCK, authorized, $1,000,000, issued, $750,000.

NOTE.—Capital stock will be increased to $2,000,000 immediately.

FUNDED DEBT, authorized, $5,000,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 246, of which 90 will be constructed during year 1907; gauge, 4 ft. 8½ in.

OFFICERS.—Pres. & Treas. M. W. Savage; 1st V. Pres. & Sec. Chas. W. Shivel; 2d V. Pres. D. W. Bontell; 3d V. Pres. E. B. Savage; Gen. Man. W. Peyton Mason; Pur. Agt. H. M. Renshaw; Attys. Kroom, Wheeler & Bennett; Ch. Engr. Robt. Baldwin, all of Minneapolis.

GENERAL OFFICE, 114 So. 4th St., Minneapolis, Minn.

Date of information, Apr., 1907.

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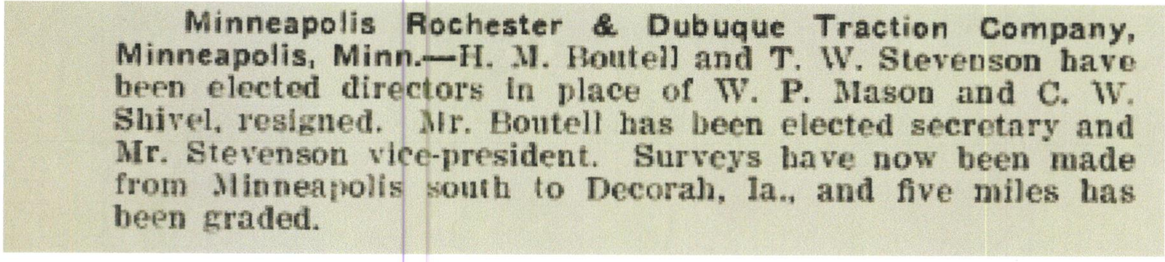
ELEC. RY. REVIEW 8-3-1907



Minneapolis Rochester & Dubuque Traction Company, Minneapolis, Minn.—H. M. Boutell and T. W. Stevenson have been elected directors in place of W. P. Mason and C. W. Shivel, resigned. Mr. Boutell has been elected secretary and Mr. Stevenson vice-president. Surveys have now been made from Minneapolis south to Decorah, Ia., and five miles has been graded.

MINNEAPOLIS ST.PAUL ROCHESTER & DUBUQUE ELECTRIC TRACTION CO.

This company was incorporated in Maine during September, 1907. The incorporators were E. W. Freeman, E. L. Rackcliff, F. V. Matthews (all of Portland, Maine), M. W. Savage, Erle B. Savage, W. D. Boutell, T. W. Stevenson, M. H. Boutelle and D. W. McKenna (all of Minneapolis). On October 12, 1907, the Minneapolis Rochester & Dubuque Traction Co. was acquired by the issuance of 5,000 shares of capital stock, par value $500,000., in exchange for all its property, assets and franchise.

Electric interurban railway technology had been selected, with twin objectives of high-speed freight and passenger service. The first segment proposed for construction was from Minneapolis through Northfield, Faribault, Owatonna, Dodge Center and Kasson to Rochester, 109 miles. The second proposed line was from Rochester to Decorah, Iowa. A third proposed line would connect Decorah and Dubuque. The operation of all three lines was to be coordinated so as to make it a single through line. At Dubuque connection was to be made with a proposed 57-mile electric railway from Freeport, Illinois, to be constructed by the Rockford & Interurban Railway. A 24-mile branch line was also planned from St.Paul through South St.Paul, Inver Grove and Rosemount to Antlers, a junction point on the Minneapolis-Rochester main line at Prairie Lake near Lakeville.

Actual construction began June 10, 1908, on the segment from Minneapolis to Northfield. The route chosen began from a connection with the Minneapolis St. Ry. at 50th St. and Nicollet Ave. (the Minneapolis city limits) thence south and southwesterly to a gap in the bluffs of the Minnesota River valley. Descending a 1.5% grade into the wooded river valley, the line crossed the Minnesota River on a swing bridge. The route then proceeded southeasterly through Savage and Lakeville to Northfield. According to a map dated September,1909, grading had been completed from Minneapolis to Crystal Lake and from Lakeville to Northfield. As construction was begun during the financial recession of 1907-1911, financing was obtained solely through the sale of capital stock.

1909 Promotional Booklet

The sale of 6% preferred stock was being avidly promoted. For each share of preferred stock purchased, one share of common stock would be issued free. "President Savage himself is one of the best advertisers and best known businessmen in the world. There is scarcely a farm home in the U. S. that does not know his name. It is safe to say that over half of the population of the U. S. has either bought goods from him, written to him, or heard from or about him. The International Stock Food Co., of which he is the sole owner, is perhaps the best known individual concern in the world."

A track connection was made with the CStPM&O Ry. at Savage. Ties were being delivered and stockpiled there. "When equipment is complete it will be possible to lay ties and rails at the rate of three or four miles per day."

Construction details were described at great length. A summary follows.

1. From the very beginning of construction only the best materials and labor were employed and the highest standards observed, with all construction being performed by the company itself.
2. All track was located on private right-of-way, 50 ft. wide from Minneapolis to the Minnesota River, and 66 ft. wide south of the river.
3. A maximum grade of 1.5% allowed a design speed of 65 m.p.h.
4. All cuts were excavated for double track.
5. Trestles were all built of steel and steel piles filled with concrete.
6. Bridges, cattle passes and culverts, 17 structures, were built of reinforced concrete for double track.
7. 80 lb./yd. steel rails were laid on 6" x 6" x 8'0" white oak, tamarack and cedar ties placed on 12" of ballast.

8. Planned for unrestricted handling of freight.
9. The bridge over the Minnesota River was completed during 1908 at a cost of $250,000. The swing span was 250 ft. long. The fill across the river valley was 3,754 ft. long and 20 ft. high, containing 75,000 cu. yds. of earth.
10. Tentative arrangements had been made with the Twin City Rapid Transit Co. for trackage rights into the city proper in both Minneapolis and St.Paul.

Photograph captions stated that grading crews were at work near Owatonna, Dodge Center and Kasson.

The proposed Minneapolis terminal was to be the Exposition Building. "Over $500,000 has been spent on its construction".

Construction Progress 1910-1911

Construction progress was slow because fund raising was complicated by the nationwide financial recession. If the photograph captions in the 1909 booklet are correct, it appears that in order to promote capital stock sales, roadbed grading was undertaken at isolated locations between Owatonna and Rochester. This would have diverted funds from the Minneapolis-Northfield segment.

Both General Electric Co. and the Strang Gas Electric Car Co. began promoting the sale of gas-electric motive power during this time period. With the immediate availability of three Strang System gas-electric cars at attractive prices, a financial decision was made to begin operations with these three cars.

G.E. Demo #3

The 12.38 miles of track from 50th St., Minneapolis, to Savage, where a wye had been built, was completed July 1, 1910. A General Electric Co. gas-electric demonstrator, just arrived from Schenectady, New York, made the first official trip over this track the following day. Regular service from Minneapolis to Lakeville was begun July 4, 1910. The magic of the Dan Patch name was applied to the railroad to promote passenger traffic. The new railroad was promptly christened the "Dan Patch Electric Line", displaying a herald depicting a bolt of lightning superimposed on a horseshoe. Passenger service was extended to Northfield December 1, 1910. The first regular timetable for the completed line (approved by the MRR&WC 12-10-1910) went into effect December 19, 1910, with two daily round trips, leaving Northfield at 9:00 a.m. and 2:00 p.m.

Savage to Northfield 24.96 miles

During 1911 13 miles of right-of-way was acquired between Northfield and Faribault. According to Colonel Savage "more than $150,000 was expended on grading the roadbed". When the grading contractor reached a point two miles north of Faribault, complications arose. The Faribault city council refused to allow a right-of-way into and through the city as the city was already served by three railroads.

(A map dated January, 1913, showed this segment as under construction. In addition projected extensions were shown from Faribualt to Mankato; Faribault through Deerfield, Owatonna, Dodge Center and Kasson to Rochester; Deerfield to Waseca; Owatonna to Albert Lea and Austin.)

Track was never laid beyond Northfield. Instead a trackage rights agreement was negotiated with the Chicago Great Western Ry. over their line from Northfield to Faribault dated September 18, 1912.

"Dan Patch News"
Volume 1, Number 10
December, 1912

In early 1912 the Dan Patch Publishing Co. began printing a monthly newsletter for stockholders and prospective stockholders. This particular issue contained lengthy descriptions of the year's accomplishments. Technical details are summarized in the following pertinent chapters. However a

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K&M Company
TORRANCE, CA 90503

few items deserve mention here.

The Minneapolis Terminal. "The greatest single accomplishment since the organization of the company was the securing of the downtown terminal in the heart of the wholesale/retail district, three blocks from the business center of Minneapolis. Varied and numerous interests were on the alert to block all plans for the entrance of our road into the city, but by quiet, well-directed work an entrance on private right-of-way and a terminal location were secured that are far better located than that of any of the steam railroads entering this city. The contract for the construction work on this right-of-way inside the city limits has been let and the work is being pushed forward at all possible speed."

[In actuality it was William and Erle Luce who acquired this right-of-way and terminal property, and whose Electric Short Line Railway now owned this real estate and was financing and performing all the construction work.]

Right-of-Way Secured: "Practically all of the right-of-way has been secured to Owatonna and some beyond. Every preparation has been made for the completion of the work into Faribault and early in the spring we expect to be pushing into Owatonna".

[Note that no mention was made of the right-of-way problem with Faribault, nor of the trackage rights agreement with the Chicago Great Western Ry.]

Much Ballasting Done: "When the division of the road between Minneapolis and Northfield was first put in operation a very small portion of the roadbed was ballasted. All during the season several large crews have been at work, so that practically all the 40 miles will be ballasted before work is suspended. We were fortunate in being able to get the material along our own right-of-way, thus reducing the expense".

Continued Expansion

Desiring to expand freight service and to discontinue hauling freight cars with passenger motor cars, and determined to stay with gas-electric equipment, the company purchased from General Electric Co. in 1913 a gas-electric freight locomotive, the first of its kind ever built. By so doing the road earned for itself the notable distinction of becoming the world's first railroad operating both passenger and freight service exclusively with gas-electric motive power.

Construction began during 1913 on an extension from Auto Club Station (renamed Auto Club Junction) through the western suburban areas of Minneapolis to a connection with the Electric Short Line Railway at a point near Boagen Green named Luce Line Junction. This was the connecting link for access to the new downtown Minneapolis terminal.

A new trackage agreement was negotiated with the Chicago Great Western Railway dated April 1, 1914. This covered operation from Northfield to Randolph, and from Northfield through Faribault to Mankato.

Colonel Savage continued to finance construction by the sale of capital stock, the promotion being "purchase one $100 share of 6% preferred stock and receive free one $100 share of common stock". The Colonel advertised he had invested $100,000 of his own money in the Dan Patch Electric Line. A 1914 promotional poster emphasized that over 8,500 persons had purchased capital stock in the railroad. An itemization of capital stock ownership by state and country was printed on the poster. A summary follows.

Minnesota (Minneapolis-St.Paul 1,051 stockholders)	3,001	stockholders
46 other states	6,358	"
Canada	75	"
Mexico	4	"
9 foreign countries	21	"

Total 9,459 stockholders

However the new construction was costly and the capital stock sales became insufficient to cover the costs. The railroad found it necessary to engage the services of the J. G. White Engineering Co. and J. G. White & Co., New York City, for the issuance and sales of first mortgage bonds. To handle the anticipated heavier traffic, additional equipment had been ordered: three steam locomotives, three gas-electric locomotives, two gas-electric passenger cars, 12 passenger trailers and 45 box cars. Envisioning substantial commuter traffic, the Electric Investments Company purchased several thousand acres of real estate at Orchard Gardens and began subdividing it into five-acre and ten-acre lots.

The MRR&WC inspected the track from Luce Line Jct. to Auto Club Jct., 14.62 miles of line, May 27, 1915. The line was considered completed as of May 29th, at a cost of $664,973. Also on May 29, 1915, the Electric Short Line Terminal Co. granted trackage rights to the MStPR&DET Co. over the 3.19 miles of line from Luce Line Jct. to the Minneapolis terminal at 3rd Ave. N. and 7th St. N.

Financial Difficulties and Receivership

The fiscal year ended June 30, 1914, resulted in a net loss. The operating ratio was 90.5%. Total revenue had increased 24.5% but operating expenses increased 74.7%. Passenger car-miles operated increased 28.5% and revenue passengers increased 33.3% but passenger revenue increased only 15.6%. Freight car-miles operated increased 210% but freight revenue increased only 59.8%. The fiscal year ended June 30, 1915, produced a huge net loss. The operating ratio was 135.1%. Total revenue had increased 120.6% but operating expenses increased 229.4%. Passenger car-miles operated increased 137.2% but revenue passengers increased only 15.9% and passenger revenue 36.8%. Freight car-miles operated increased 476.2% and freight revenue 374.7%. As the connecting line from Auto Club Jct. to Luce Line Jct. had opened only one month earlier, these signs indicate financial troubles had previously developed on the original line and CGW Ry. trackage rights.

However attainment of the long sought objective of a direct line into downtown Minneapolis did not improve the financial situation and proved to be the railroad's financial undoing. In spite of Col. Savage's promotional efforts the passenger and freight revenues generated were insufficient to support the increased investment in road and equipment, and the resulting increase in all categories of expenses. For example, using only the Investment in Way and Structures costs from the detailed financial statements, the Cost Per Mile of Road for the original line from 54th St., Minneapolis, to Northfield was $27,100 while the corresponding figure for the new connecting line was $69,993.

Operations over the CGW Ry. from Randolph through Northfield and Faribault to Mankato were discontinued January 31, 1916.

The CGW Ry. trackage agreements were terminated:

between Randolph and Mankato	April 1, 1914 to January 31, 1916;
between Northfield and Faribault	September 18, 1912 to December 15, 1917.

At this time the railroad carload freight interchanges were located at (1) Luce Line Jct. with the Electric Short Line Railway, (2) Savage with the CStPM&O Ry., and (3) Northfield with the CGW Ry. The fiscal year ended June 30, 1916, produced another huge net loss, 68% larger than the previous fiscal year. Passenger and freight revenues had decreased substantially (as did revenue passengers), while operating expenses were reduced only slightly. Interest expense and amortization of discount on the mortgage bonds had increased substantially.

[redacted]

The railroad was on the verge of financial collapse when M. W. Savage was admitted to Hillcrest Hospital, Minneapolis, for minor surgery (acute inflammation of hemorrhoids) on July 4, 1916. While Savage was still in the hospital recovering, Dan Patch developed a slight sickness on Friday July 7th that seemed to disappear on Sunday only to return again Monday evening. Tuesday morning, July 11, 1916, the horse took a sudden turn for the worse, collapsed in his stall, and died at 10 a.m. (athletic heart caused by the effects of years of strenuous racing). Savage was informed of the twenty-year old stallion's death. The news was a shock but he seemed to accept it. While not seriously ill, he died suddenly at 6 p.m. Wednesday, July 12th (pulmonary embolism) at age 57. His death occurred 32 hours after Dan Patch's death. On July 16, 1916, the MStPR&DET Co. was forced into receivership. Charles P. Bratnober, president of the Minneapolis Anoka & Cuyuna Range Railway, was appointed receiver July 20, 1916.

During 1916 and 1917 passenger and freight services were drastically curtailed and most of the passenger and freight equipment sold. The Continental & Commercial Trust & Savings Bank proposed complete abandonment of the railroad and so reported to the MRR&WC July 19, 1917. Antler's Park was sold to George P. O'Rourke (and his wife), the road's general superintendent, August 13, 1917, for $16,000. (They owned and operated the park until the wife's death in 1935. Mr. O'Rourke continued operations alone until 1939 when he sold it.) The C&CT&S Bank began legal proceedings in the U. S. District Court November 30, 1917. On December 28, 1917, the 14-mile line from Auto Club Jct. to Luce Line Jct. was purchased under foreclosure proceedings by Clive T. Jaffray and associates representing the bondholders' committee. (Mr. Jaffray was president of the First National Bank of Minneapolis and a director of the First National Bank of Sleepy Eye.) Operations over this track and over the ESLT Co. track had been discontinued.

The July 1918 edition of the McGraw Electric Railway Directory provided basic information. Operated from 54th St.-Minneapolis to Northfield with 52 miles of road. (However this figure included the line between Auto Club Jct. and Luce Line Jct.) Repair shops were located at 60th St. and Nicollet Ave., Minneapolis. Equipment owned consisted of three gas-electric passenger cars, four passenger trailers, one steam locomotive and 60 freight cars. Offices were located at 54th St. and Nicollet Ave., Minneapolis.

1914 McGraw

Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Co.—Incorporated in Sept., 1907, to construct an electric railway to connect Minneapolis and St. Paul with Rochester, Minn., 135 miles, with ultimate extension to Dubuque, Ia.; total, 334 miles. Operates 52 miles of track with gasoline-electric cars, and plans to complete construction to Rochester.

CAPITAL STOCK.—Common, authorized $15,000,000, issued $4,561,200; preferred, 6 p. c. non-cumulative, authorized $10,000,000, issued $2,952,700, and subject to redemption after 1913.

FUNDED DEBT.—First mortgage 5 p. c. 30-year bonds, authorized. $6,500,000.

TRACK AND EQUIPMENT.—Miles of track (electric) 52 completed; 17 additional miles about completed; about 300 miles additional projected; 12 motor (gasoline-electric) 12 steel trailers, 1 gasoline-electric locomotive, 24 freight cars.

OFFICERS.—Pres. & Treas. M. W. Savage; Sec. M. H. Boutelle; Audr. M. L. Tankel; Gen. Mgr. D. S. Smith; Ch. & Elecl. Engr. Albert Graber; Supt. Motive Pwr. George O. Rourke, all of Minneapolis, Minn.

DIRECTORS.—M. W. Savage, M. H. Boutelle, H. Wehmann, C. N. Boynton, W. J. Morris, M. E. Savage, Aaron Carlson, D. S. Smith.

GENERAL OFFICE, International Bldg., Minneapolis, Minn.

For map of road see page 133.

DAN PATCH
ELECTRIC
LINE

OFFICERS AND DIRECTORS

1909 Promotional Booklet

M. W. Savage, President and Treasurer.
Proprietor of International Stock Food Co., Proprietor of International Stock Food Farm, President of International Sugar Feed Co.; also owner of the great world champion stallion--"Dan Patch" 1:55. "Mr. Savage is giving his personal attention to making the Dan Patch Electric Line the greatest success of his career."

J.E. Bradshaw, First Vice President.
Bradshaw Bros., wholesale milliners, Minneapolis.

M. H. Boutelle, Secretary.
"One of the leading corporation attorneys of the West."

Herman Wehman, Director.
Prominent flour and feed exporter; member Minneapolis Chamber of Commerce.

W. J. Morris, Director.
Sales Department, International Sugar Feed Co.

W. D. Boutell, Second Vice President.
Boutell Bros., retail furniture establishment.

E. B. Savage, Director.
Proprietor of International Stock Food Co., Toronto, Canada; Vice President of International Sugar Feed Co., Minneapolis.

John Gorrien, Director.
Minneapolis contractor and real estate dealer.

Carlos N. Boynton, Director.
Capitalist and real estate dealer; also of Church & Co., St.Paul, Railroad Constructionists.

F. G. L. Hunt, Chief Engineer.
Formerly U.S. Government Engineer and Division Engineer, Alaska Central Railway.

F. A. Martin, Purchasing Agent.
From Brooklyn Rapid Transit Co. and electric zone, New York Central Railroad.

John McNaught, Superintendent Construction.
Formerly Division Superintendent, Great Northern Railway.

W. B. Boardman, Superintendent Right-of-Way.
Minneapolis real estate dealer.

Annual Reports to the Minnesota Railroad & Warehouse Commission

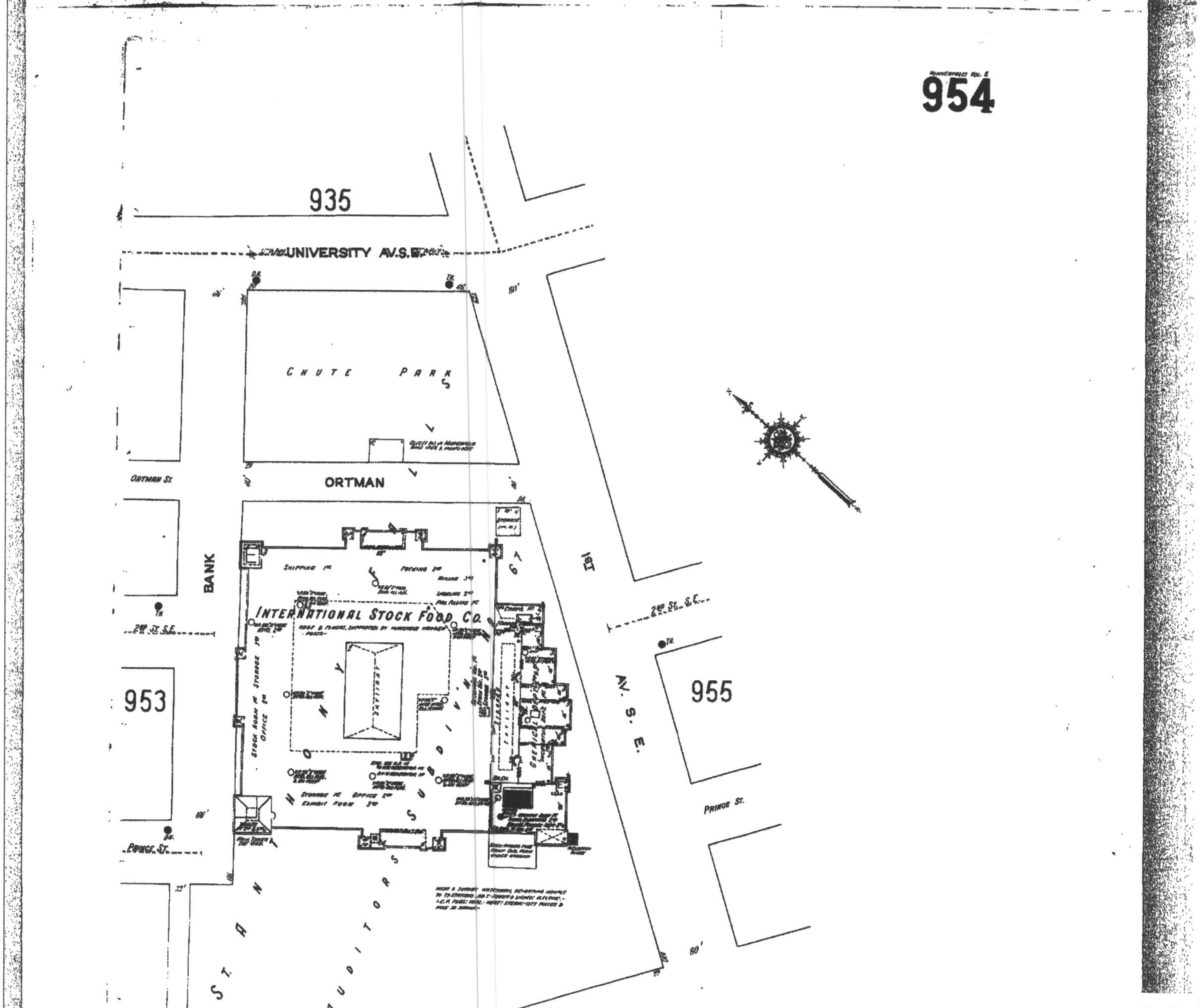
Directors

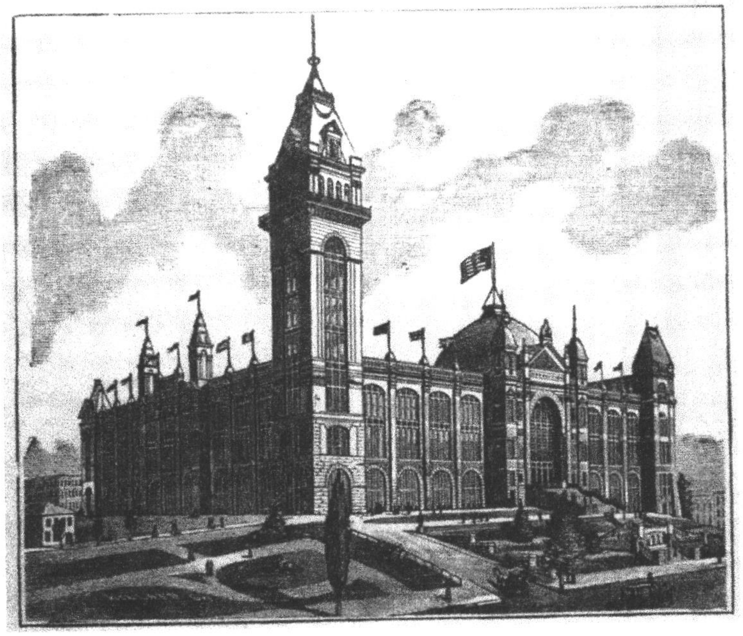
M. W. Savage	Minneapolis	1911-1916
M. E. Savage	Minneapolis	1911-1916
Carlos N. Boynton	St. Paul	1911-1917
Herman Wehman	Minneapolis	1911-1917
W. B. Boardman	Minneapolis	1911-1912
W. J. Morris	Minneapolis	1911-1917
W. H. Boutelle	Minneapolis	1911-1917
D. S. Smith	Minneapolis	1913-1914
Aaron Carlson	Minneapolis	1913-1917

Officers

M. W. Savage	President, Treasurer	1911-1916
C. N. Boynton	First Vice President	1915-1917
W. J. Morris	Second Vice President	1915-1917
W. H. Boutelle	Secretary, General Counsel	1911-1916
D. S. Smith	General Manager	1911-1914
J. G. White (New York)	General Manager	1915
F. A. Martin	General Superintendent	1911-1913
John McNaught	General Superintendent	1914-1915
George O'Rourke	Mechanical Superintendent	1915-1916
	General Manager	1916
Albert Graber	Chief Engineer	1911-1913
H. E. Jensen	Chief Engineer	1914-1916
M. L. Tankel	Auditor	1911-1915
W. H. Flatley	Auditor	1916
R. J. Towey	Auditor	1916-1917
C. P. Bratnober	Receiver	1916
C. E. Warner	Attorney for Receiver	1916
	Receiver	1917

INTERNATIONAL STOCK FOOD CO. 1912


Minneapolis Vol. 6
954
935
UNIVERSITY AV. S.E.
CHUTE PARK
ORTMAN
Ortman St.
BANK
2nd St. S.E.
INTERNATIONAL STOCK FOOD CO.
953
955
1st AV. S.E.
PRINCE ST.
ST. ANTHONY
AUDITORS SUBDIVN.
MAIN S.E.
Mississippi
See Volume



The Expo Building

6-2-1907

$1,000,000

Minneapolis, Rochester & Dubuque Traction Company

[THE DAN PATCH LINE]

Seven per cent First Lien Cumulative Preferred Stock

OFFICERS AND DIRECTORS:

M. W. SAVAGE, President and Treasurer
International Stock Food Co.

C. W. SHIVEL, First Vice President and Secretary
Director of U. S. Printing Company.

WALTER D. BOUTELL, Second Vice President
Boutell Bros.

E. B. SAVAGE, Third Vice President
International Stock Food Co., Toronto, Can.

There is now offered for public subscription One Million Dollars, 7 per cent first lien, cumulative preferred stock in the construction company at the par value of $100 per share, convertible share for share in the Railway or Operating Company with the further stipulated agreement that in the event of its being deemed necessary at any future time to issue bonds all holders of preferred stock in this company shall be given the first option of converting their holdings into first mortgage bonds thus absolutely safeguarding the interests of all investors, and giving to investors the opportunity of controlling the entire investment.

Common Stock

Purchasers of the Preferred Stock will be given the privilege of purchasing an equal number of shares of the Common Stock at $50 per share.

Construction work has been commenced and it is planned to have cars running on a part of the line by November 1st of this year, and to complete the line to Dubuque, Iowa, as rapidly as is possible of accomplishment. Arrangements have been completed whereby all cars will come into the center of the city, where we have a large terminal station ready for use. All applications for stock should be made to the undersigned. The right is reserved to reject any subscription and to allot smaller amounts than applied for.

Subscriptions to Stock

25 per cent with application; balance, 25 per cent in 30 days, 25 per cent in 60 days and 25 per cent in 90 days from the date thereof. All checks, drafts, money orders, etc., payable to the order of M. W. Savage, Treasurer.

For prospectus, map of route and any information desired, address

HARRINGTON-SKILES COMPANY

Fiscal Agents

Security Bank Building. Minneapolis, Minn.

Last Stretch of Grading Begun on Dan Patch Line
Minneapolis Tribune (1867-1908); Apr 24, 1908;
ProQuest Historical Newspapers Minneapolis Tribune (1867-192
pg. 5

Last Stretch of Grading Begun on Dan Patch Line

Contracts were signed Wednesday for $150,000 worth of grading on the Dan Patch Air line between Savage and Northfield. Work was begun at once and it will be rushed to completion in the next 90 days, after which construction crews, under the direction of Chief Engineer Hunt, will begin the construction work that will make the new electric interurban an operating road before winter.

The man who made the lowest bid was H. A. Whittier, a resident of Northfield. He was awarded the contract.

New Electric Line Causes Activity
Minneapolis Morning Tribune (1909-1922); Apr 4, 1909;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 46

New Electric Line Causes Activity

Many Interested in Summer Homes at Antlers Park, Lake Marion.

Progress of Dan Patch Railway Assures Interurban Service This Season.

Interest in the Dan Patch electric line, now being built between Minneapolis and Rochester, has recently been extended to real estate and building circles since the company's activities have not been confined to securing a right of way and building a roadbed. A large number of people have been attracted by the company's new summer resort on Lake Marion, picturesquely styled Antler's park, and as a result many residents of Minneapolis and St. Paul have laready purchased building lots and sites for homes. A surprisingly good demand for lots has been created, and according to the company's representative they are going like "hot cakes."

Antler's park was named in honor of the Minneapolis and St. Paul Elks and a number of the members of this fraternity have already substantially shown their appreciation of the honor.

The company is opening a 240-acre tract on the banks of the picturesque Lake Marion, one mile northwest of Lakeville, in Dakota county. The lake furnishes good boating and fishing and is about the same distance from Minneapolis as Excelsior, on Lake Minnetonka. When cars are in operation on the Dan Patch line it will be within 40 minutes of the center of the city.

The railway company plans to erect a large hotel, cottages and so forth to give every possible accommodation. The lake is already the summer home of a large number of people from various parts of the country, and with the new line and improvements it will make a decidedly attractive addition to Twin City suburban life.

Various activities have directed attention anew to the Dan Patch electric line, and considerable interest is being manifested in the condition and progress of the company. Headed by M. W. Savage the project has gone steadily forward until now not only engineers and electric railroad experts, but representatives of large financial companies of the East unanimously declare the company to be on a sound financial basis and to have one of the best propositions of its kind in the country. Mr. Savage and his associates have progressed so far in financing the company that everything indicates that it will only by the matter of a short time before Minnesota will have taken her first step in interurban electric service.

When asked what work has been done recently Chief Engineer Hunt made the following statement:

"We have built the grade ready for rails from Minneapolis to about two miles south of Savage and from two miles north of Lakeville to the city of Northfield. The remaining grade between Minneapolis and Northfield is under contract to H. F. Balch & Co. of Minneapolis and H. A. Whittier of Northfield, who will begin work within a few days. Every cut is contracted to be taken out double track width.

"A double track steel drawbridge, 550 feet in length, has been constructed across the Minnesota river at Savage and is now ready for use.

"Seventeen reinforced concrete steel bridges, cattle passes and culverts have been built, 10 of which are for double track. These structures are absolutely permanent.

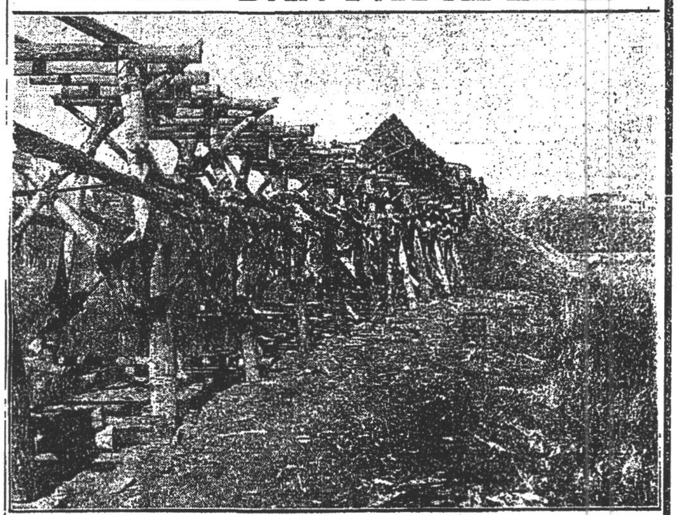
"Location surveys are practically complete and are based on the most extensive detailed preliminary surveys ever made for an electric railroad. This means that the element of doubt has been entirely eliminated; that from an engineering point of view the best location has been secured; that no other road can ever get through the same territory with a shorter line or lower grades.

"The first 45 mile stretch is nearly ready for rails, and when this is done the work will have cost more than will be required to construct the remaining 61 miles.

"It is due to the broad views of M. W. Savage that my department has been permitted to lay out and construct this railroad according to scientific principles in every detail, which will help to make it an ideal line in every way. I feel safe in telling you that there is not a better laid out, a better built or a better equipped electric railroad in the United States."

11-14-1909

RAPID CONSTRUCTION WORK ON THE DAN PATCH LINE.



Construction trestle, on the Dan Patch Electric Line, across the Minnesota River Valley. This trestle is 3,754 feet in length and 20 feet high. A steam shovel, which moves a cubic foot of earth every 30 seconds and two construction trains are employed in making this solid fill. The trestle is left in the embankment, or grade fill, which contains 75,000 cubic yards of material, thus strengthening the road-bed and making it secure against floods.

TWIN CITIES TO ROCHESTER, MINN., BY ELECTRIC TRAINS

President Savage, of the Dan Patch Electric Line, outlines plan of financing and operating big Interurban Electric Railroad. Work progressing rapidly. Great headway made during past month.

Notwithstanding the many articles that have appeared in the columns of this newspaper, relating the rapid progress being made in the building of the Dan Patch Electric Line, it is difficult for the average man to fully realize the very large amount of work that is going on.

All along the line of construction the scene is one of continuous activity. The shrill shriek of steam whistles, the throbbing of the locomotives, the sonorous roar of blasting, and the rumble of tons of earth dumped into waiting cars make the hills for miles around proclaim the rapid advance of Minnesota's first interurban electric road.

Immense 70-ton steam shovels, that handle a cubic yard of earth every thirty seconds, are working full blast. Each of these powerful machines require the constant operation of three locomotives and construction trains to remove the material excavated to an adjoining fill. In addition to the big steam shovel, locomotives, construction trains and crews, there are three large grading outfits at work between Owatonna and Dodge Center, and Dodge Center to Rochester. Rochester is the last station on the first division of the road.

Several prominent business men of the Twin Cities, who are heavily interested in the building of this electric railroad, just returned from a tour of inspection of the work and were enthusiastic over the excellent progress made, and were loud in their praise of the high class of construction work done. One of the gentlemen said: "I was prepared to see considerable construction work under way, but must say that I was surprised at the large amount of work completed. I have inspected a number of electric railroads during the past year and am prepared to state positively that nowhere have I seen a better grade of work."

Mr. M. W. Savage, president of the company, upon taking hold of the project determined to make the Dan Patch Electric Line one of the best constructed electric interurban railroads in the country and he has pushed the work through as rapidly as possible consistent with the high grade of track construction maintained. Reports of the rapid progress now being made are received with much satisfaction by the merchants of the Twin Cities, as well as by thousands throughout this section of Minnesota who will be immeasurably benefited by the operation of the road.

Asked as to the general plan of financing and operating this railroad, Mr. Savage said:

"Yes, I think I can state positively that the Dan Patch Electric Line is being built on an entirely different plan from any other railroad in the country. It is being built by the people to earn money for the people who make the first investment. I am the largest individual stockholder in the company and I personally guarantee to protect the small stockholders' interests equally with my own. I bought my stock on exactly the same offer open to the public and I have not received a single share free. I am not drawing a cent of salary and have no way of making money out of this enterprise except by receiving my proportion of the earnings, or dividends, just as the other shareholders do, and by the increase and advance in the stock. I cannot make my investment pay without making money for the smallest stockholder.

"I have secured the services of able railway engineers with the result that there will not be a better built railroad in this country. Electric experts who have investigated our line report that this will be one of the largest dividend payers ever built, and I am firmly convinced of that fact. That is why I put One Hundred Thousand Dollars of my own money into the stock of this railroad.

"I maintain that no man can become independent by his own labor, but anyone can acquire wealth by working, saving and making judicious investments in promising permanent enterprises. That is the only sure road to wealth. You never heard of a man becoming rich on three or four per cent interest. Every rich man in the world started his fortune by making investments in new and permanent enterprises. Don't wait until the proposition is completed, but get in at the start when you can obtain a large interest for a comparatively small investment, and when the stock is low. That is the only sure road to independence and wealth.

"Is anything on earth more promising or more permanent than a high-grade Electric Railroad serving a population of about 700,000, reaching splendid cities and running through an extremely rich country? I want every man in this Northwest who desires to save and make their money work for them to know about the Dan Patch Electric Line. Last year I advised my friends to buy 'International Sugar Feed' Stock, then being offered with common stock bonus. Many took my advice. The first year it paid eight per cent, and everything indicates that the common stock, which they received free, will pay dividends this year. I now advise the immediate purchase of Dan Patch Electric Line Stock. No matter whether you can invest a large or a small amount, buy it.

"As it is impossible for me to meet personally everyone who desires particulars of our road, I have had published a book entitled 'Profits,' which contains complete information, and this will be sent without cost to anyone requesting it. They may also receive for the asking that interesting Electric Railway story "To Happiness by Trolley," and a free set of photographic reproductions showing the Dan Patch Electric Line under construction. The best way to obtain these books is to send the attached coupon to the company."

DAN PATCH ELECTRIC LINE,
M. W. Savage, President,
International Building, Minneapolis, Minn.
Dear Sir—

Please send me one copy of "Profits," "To Happiness by Trolley" and free set of photographic reproductions showing your railroad under construction. Also other particulars regarding an investement in your company.

Name ....
Town ....
Tri.-11-14-09. City ....

Mpls Tribune 3-11-1910

NEW MOVE BY DAN PATCH LINE

M. W. Savage, president of the Dan Patch electric line, has made a traffic arrangement with the Chicago, St. Paul, Minneapolis and Omaha Railway company. This is considered official recognition of the standing, as a common carrier of the interurban line.

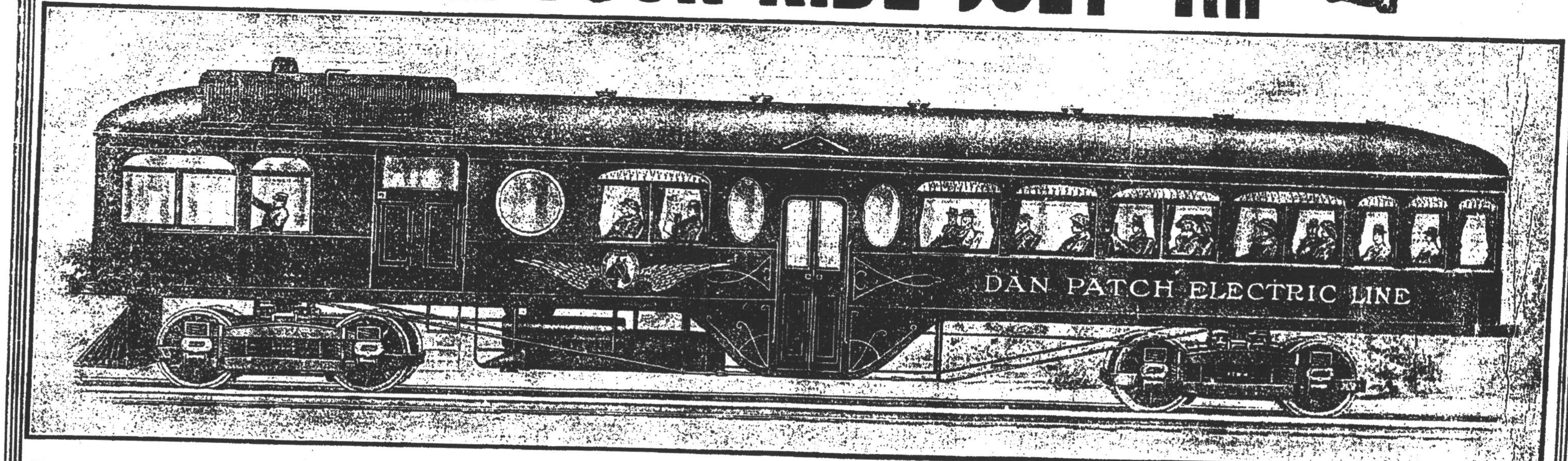
The arrangement provides for the interchanging of all grades of cars between the Omaha and the Minneapolis, St. Paul, Rochester and Dubuque Electric Traction company, and makes possible the carrying on of business immediately after the construction of the first division of the new road. The immediate use of the interchange will be in construction work.

President Savage says that ties have already been purchased and part of them delivered to his company at Savage, Minn. Rails have been bought from the Illinois Steel company and will be delivered May 1. Four gasoline-electric cars will be delivered June 10 and other rolling stock will be delivered as fast as it can be turned out by the General Electric company of Schenectady, N. Y., during the following six months.

Display Ad 43 -- No Title
Minneapolis Morning Tribune (1909-1922); Mar 6, 1910;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 41

Do These Dan Patch Cars Look Good to You

FOR YOUR RIDE JULY 4th



You will be delighted with our beautiful royal blue, gold-trimmed cars when you see them coming down First Avenue South. Our final specifications call for 57-foot, all steel Cars, with baggage room, fine smoking compartment, men's toilet room, finely upholstered seats for 48 passengers, with splendid observation seats at back of Car, and extra fine ladies' dressing and toilet rooms.

In a former announcement I asked you to be ready to ride July 4th, 1910

And invited you to attend a free speed matinee at the mile track on my farm at Savage, Minn. I based this invitation on the following facts: Our cars are ordered and some of them are promised on or before June 15th. The steel rail company has contracted to ship two thousand tons of 80-pound rails on May 15th. We have a large supply of ties on hand and another large shipment of ties contracted for delivery in May. With these indisputable facts before me I felt perfectly safe in asking you to be ready to ride on the Dan Patch Line July 4, 1910.

Our Thousands of Small Stockholders have made this possible, and I sincerely appreciate their great help and am glad to state that I will protect their holdings equally with my own. I should think that you would like to prove your faith in Minneapolis and St. Paul and in our great Northwest by making a small or large investment in this high class electric proposition and help us push it to rapid completion. Think this over carefully. Can you possibly name another as promising Electric Interurban Line, starting with a great terminal population of Seven Hundred Thousand People and running through one of the richest pieces of country in the entire United States, and through splendid towns and cities? If you can invest only $100 or $500 or $1,000, your investment will be appreciated and guarded equally with my own. We expect to complete the entire line to Rochester this summer. Will you join us this week and help boost your city and state? To actually help do something is the true way to boost. A true booster is an honor to any community. Can you name anything that will help develop Minesota right at this time, as rapidly as a good system of Interurban Lines? Remember Indianapolis, Ind., with Five Million Passengers carried in and out on her Electric Lines every year.

We can absolutely satisfy you as to the prospective great earnings of the Dan Patch Electric Line and we can absolutely satisfy you as to the present splendid financial condition of our company. We will be very glad to have you carefully investigate. Electric Interurbans all over the country are showing wonderful growth in earnings. With an investment in a great Electric Line you are investing in a most permanent proposition, because it will earn money day and night as long as the world stands.

CALL AT THE OFFICE OF OUR FISCAL DEPARTMENT IN THE PALACE BLDG. OR MAIL ME THE FREE COUPON FOR COMPLETE INFORMATION.

FREE COUPON

DAN
PATCH
ELECTRIC
LINE.
M. W. SAVAGE,
President,
Fiscal Dept., Palace
Bldg., Minneapolis, Minn.

Dear Sir—I am interested and would like to know more about the Dan Patch Electric Line. Kindly tell me what your estimated earnings are, and what profits I could expect on an investment. Please mail me full and complete particulars, also mail me your Finely Illustrated Book containing Maps and 25 Half-Tone Engravings of line, towns, etc. All to be mailed me without cost or obligation.

T-3-6-10.

Name ....

Town .... State ....

Minneapolis, St. Paul, Rochester and Dubuque Electric Traction Co. { General Offices, International Building, FISCAL OFFICE—PALACE BUILDING, } **Minneapolis, Minn.**

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Display Ad 26 -- No Title
Minneapolis Morning Tribune (1909-1922); Mar 27, 1910;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 33

ANTLERS' PARK

Minnesota's Beauty Spot on Beautiful Lake Marion.

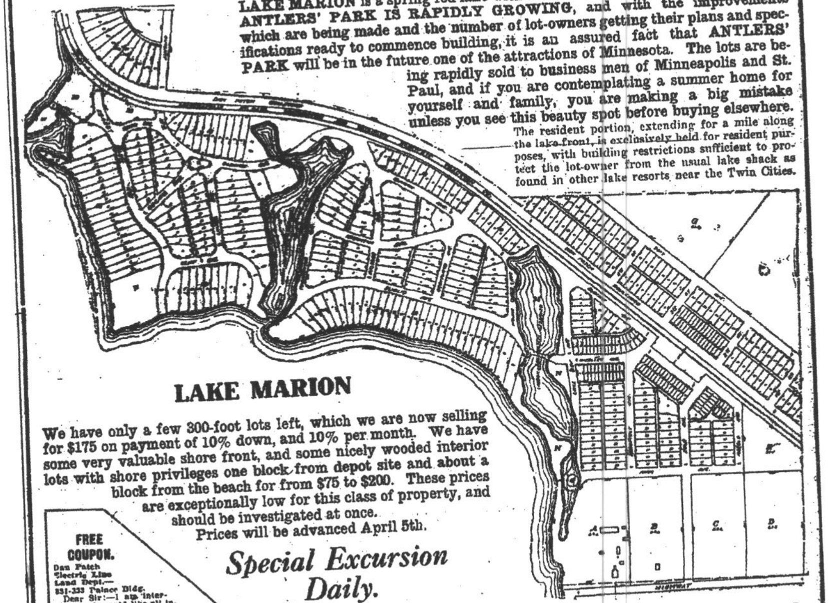
40 MINUTES' RIDE ON THE "DAN PATCH LINE"

18 MILES FROM ST. PAUL

20 MILES FROM MINNEAPOLIS

LAKE MARION is a spring fed lake with fine sand beaches the entire shore line. **ANTLERS' PARK IS RAPIDLY GROWING**, and with the improvements which are being made and the number of lot-owners getting their plans and specifications ready to commence building, it is an assured fact that **ANTLERS' PARK** will be in the future one of the attractions of Minnesota. The lots are being rapidly sold to business men of Minneapolis and St. Paul, and if you are contemplating a summer home for yourself and family, you are making a big mistake unless you see this beauty spot before buying elsewhere.

The resident portion, extending for a mile along the lake front, is exclusively held for resident purposes, with building restrictions sufficient to protect the lot-owner from the usual lake shack as found in other lake resorts near the Twin Cities.



LAKE MARION

We have only a few 300-foot lots left, which we are now selling for $175 on payment of 10% down, and 10% per month. We have some very valuable shore front, and some nicely wooded interior lots with shore privileges one block from depot site and about a block from the beach for from $75 to $200. These prices are exceptionally low for this class of property, and should be investigated at once.

Prices will be advanced April 5th.

Special Excursion Daily.

FREE COUPON.

Dan Patch Electric Line Land Dept.—
331-333 Palace Bldg.
Dear Sir:—I am interested and would like all information regarding Lots at Antlers' Park. Send me your finely illustrated book with maps.

Name....................

Address....................

Dan Patch Electric Line Land Dept.

331-333 PALACE BUILDING.

Prompt Action is Up to You

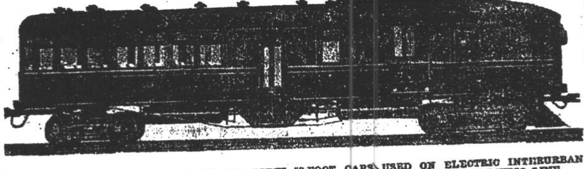
If You Wish to Participate in the Earnings of the

DAN PATCH ELECTRIC LINE

The Ties Are Here! The Rails Will Be Shipped May 15th!

The Cars Will Be Here June 10th
(ACCORDING TO CONTRACT)

Be Ready to Ride July 4th!



THE LATEST APPROVED TYPE OF ALL STEEL 57-FOOT CARS USED ON ELECTRIC INTERURBAN RAILWAYS IN THE UNITED STATES, WILL BE USED ON THE DAN PATCH ELECTRIC LINE.

A Promising, Permanent Investment

Electric Lines Will Go On Making Money for You Day After Day; Year After Year; Generation After Generation

Indianapolis Electric Interurbans carried in and out of that city last year Five Million Passengers. St. Paul and Minneapolis have more than twice as many people as Indianapolis. What do you predict for the Dan Patch Electric Line?

I firmly believe that the Dan Patch Electric Line is the only electric railroad in the country that is absolutely free from some promotion scheme; free from everything not actually in the interest of the small stockholder. I want to assure every one of our stockholders that I am giving my personal attention to the general management of this company without salary and I want them to know that this road is being built for profit to the shareholders and for no other purpose.

The audit of our books by a large public auditing concern shows that there is not a single share of promotion stock connected with this company; there is no brokerage concern or promotion company deriving any benefit from the railroad, and that there are no salaries paid to any of the officers of the company except the legal department. The officers and directors of this company have invested large sums of their own money in our 6 per cent Preferred Stock. The only way they can make any money out of their investment is by making the road profitable, and, naturally, it is their desire to so manage the road that it will pay large dividends. The officers, in advancing their own interests, must advance yours, at the same time, and in the same way.

I purchased my 6 per cent Preferred Stock on exactly the same offer open to the public, and I am perfectly satisfied that every dollar invested will yield me large returns. When I receive 6 per cent on my Preferred Stock, you will receive 6 per cent on yours, and when I receive dividends on my Common stock you will receive dividends on yours. I firmly believe that an investment in Dan Patch Electric Line stock made now will increase many times its original amount. That is why I advise the immediate purchase of this stock. Whether you can invest a large amount, or a small amount, invest it, and invest it now while the opportunity is open to you.

In the city of Minneapolis alone we have more than five hundred shareholders, among whom are bankers, merchants, professional men, and shrewd, conservative investors who demand the highest degree of safety consistent with large earning power. These men took advantage of the opportunity to secure some of this stock while they were able to get it at the most attractive price. That is the right way to invest. Every rich man in the world started his fortune by making investments in new and permanent enterprises. Don't wait until the proposition is completed, but get in at the start when you can obtain a large interest for a comparatively small investment, and when the stock is low. That is the only sure road to independence and wealth.

I advise immediate action on the part of those who desire to participate in the earnings of this great Electric Railway. Our present offer may be withdrawn any day now by order of the Board of Directors. Don't wait until it is too late. Act promptly.

Ask us for particulars showing prospective amount available for dividends to shareholders. Let us give you facts as to what other Interurban Lines are earning. Read the attached coupon; then sign it and send it in or call at our office if you can. Remember, a railway is a permanent enterprise, it will earn money for you day and night, year after year, generation after generation. Then let this railway earn money for you and your children, and for your children's children, as it will for years unnumbered. Send or call at our office for particulars at once.

PRESIDENT SAVAGE'S PERSONAL GUARANTEE

"I am financing the Dan Patch Electric Line on one of the safest and fairest plans that could be devised. I am not drawing a cent of salary, and never have. Not a cent of salary is paid to any of the officers or directors of the company. I have invested $100,000.00 of my own money in this railway because I believe it will be a big money-earner. The only way I can make my investment pay is to make money for the smallest stockholder. AND I PERSONALLY GUARANTEE TO PROTECT THE INTERESTS OF THE SMALLEST STOCKHOLDER EQUALLY WITH MY OWN."—M. W. SAVAGE, President.

Could anything be fairer? If you haven't investigated this great investment opportunity, you should do so at once. Every day now is of vital importance to those who wish to share in the earnings of this great electric railway. Our present special offer is subject to withdrawal any day, by order of the Board of Directors. It is a duty you owe yourself to investigate this great investment opportunity at once. Sign, tear off, and mail us the attached coupon and we will send you complete detailed information, including maps, photographs of the line, towns, etc., and Engineer's Report and Financial Statement, showing the estimated earnings and prospective amount available for dividends to shareholders. Don't wait until it is too late. Call at our office or write for this information at once.

Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Co.

General Offices: International Bldg.
Fiscal Dept.: Palace Bldg.

Minneapolis, Minnesota

Call at the office of our Fiscal Department in the Palace Building or mail me the Free Coupon for complete information.

FREE COUPON

DAN PATCH ELECTRIC LINE,
M. W. SAVAGE, President, Palace Bldg., Minneapolis, Minn.
Fiscal Dept.,
Dear Sir:—I am interested and would like to know more about the Dan Patch Electric Line. Kindly tell me what your estimated earnings are, and what profits I could expect on an investment. Please mail me full and complete particulars, and also mail me your Finely Illustrated Book containing Maps etc. "23 Half-tone Engravings" of your line, towns, etc. All to be mailed me without cost or obligation.

Name....................

Town....................

State....................

T-3-27-10

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Dan Patch Link Authorized
Minneapolis Morning Tribune (1909-1922); Jun 9, 1910;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922
pg. 9

Dan Patch Link Authorized

Street Car Company Allowed to Build Provided Car Service Is Maintained Regularly.

Without securing permission from the city council to use the streets the officials of the Minneapolis, St. Paul, Rochester and Dubuque Electric Traction company, popularly known as the "Dan Patch Air Line," have had for the past two days a crew of men at work tearing up Nicollet avenue from Fiftieth to Fifty-fourth streets preparatory to the laying of tracks.

This fact developed at a hearing before the city council railroad committee yesterday afternoon.

The Dan Patch line wishes to enter the city over the tracks of the Twin City Rapid Transit company. These tracks now extend only to Fiftieth street and permission has been sought by the street railway company to allow it to extend them to Fifty-fourth street, the city limits. This extension was, however, to be only for the accommodation of the Dan Patch company and the street railway company was not to be compelled to run its cars any further than at present. The Dan Patch line was also to build the track, the street railway people controlling of course the franchise within the city limits.

When the people living between these two streets and in the neighborhood heard of the proposition they entered a protest and a large number of interested citizens appeared before the committee yesterday. A large number from Richfield town, just outside the limits also joined in the objection. They assert that as the street railway company is to control these tracks is should be compelled to run cars over them for their accommodation. F. C. Harvey, former judge of probate, and Harrington Beard were the spokesmen.

Willard J. Hield, vice president of the Twin City company, declared he did not have enough cars to give the additional four blocks service and that most of the objectors lived within two blocks of the present terminus of the Washburn-Park line and had ample service.

The committee decided to authorize the Twin City company to build the four blocks of tracks under its franchise but refused to include the provision in the original resolution which precludes it from the necessity of running cars over it. Without this provision it must run cars if the line is built.

Office DEPOT®

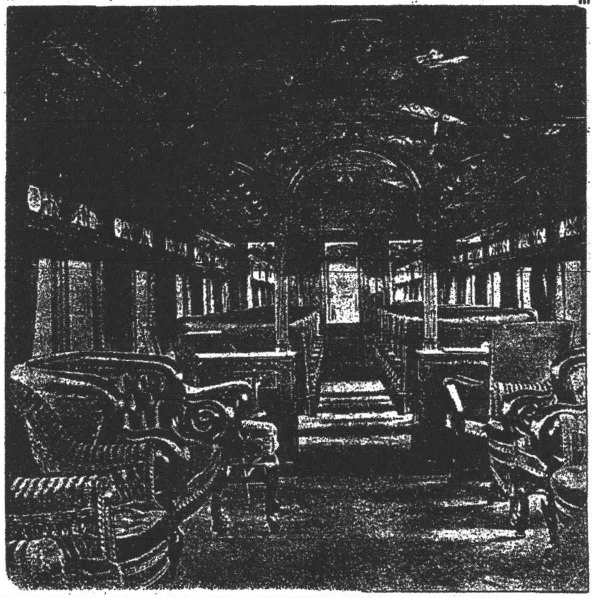
Display Ad 49 -- No Title
Minneapolis Morning Tribune (1909-1922); Jun 12, 1910;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 47

The Greatest
and Most
Successful
Sale of Stock
Ever Known
for an
Electric Inter-
urban Line

DAN PATCH
ELECTRIC
LINE

The People
Have Plenty
of Money and
are Deter-
mined to Own
Many of the
Great
Enterprises

This is an Interior Photograph of the Finest Electric Car in the United States



It will be in Minneapolis June 20th, Ready for Regular Schedule on the

Dan Patch Electric Line

ABSOLUTELY THE PEOPLE'S LINE.

The Dan Patch Electric Line is being built by the people, to be owned and controlled by the people for the purpose of making money for their own pockets instead of making money for Wall Street.

The Dan Patch Electric Line is being built strictly high class; fine roadbed, concrete small bridges, best steel bridges over large streams, good quality ties, 80-lb. open hearth rails and splendid 58-foot, all-steel $25,000 cars.

You will be proud to be a part owner in this great electric success. Our first car has been at Savage for two weeks where it has been visited by hundreds.

We have over 3,000 enthusiastic stockholders and a large number are being added every month. We would like to have you become a partner in this enterprise even if you can take only one to five shares. It is our large number of small stockholders that has made the Dan Patch Electric Line possible.

We are now laying rail from Savage to Minneapolis, and rails and ties and cars are ordered to be delivered in August to build and fully equip the Dan Patch Line to Northfield, and it will be pushed on from there as rapidly as possible. Don't fail to remember that the Dan Patch Electric Line is a great, assured fact. It is being built for the purpose of making money for the people who put their money in at the start, and who made it possible.

I want to assure you that I will protect your holdings and the holdings of every stockholder equally with my own. If you are not a stockholder I hope you will make up your mind to join us and help demonstrate that **"the people"** can do great things and run them on the square.

Write to our office today and we will mail you indisputable facts in regard to the Dan Patch Electric Line and what great earnings it should make compared to other interurban lines. Electric Interurban Experts claim that the Dan Patch Electric Line will be one of the largest money makers ever built. Are you open to conviction? Mail me the free coupon today.

M. W. SAVAGE, President and Treasurer,
Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Co.

FREE COUPON

M. W. Savage, President and Treasurer, Dan Patch Electric Line, T-6-12-10
Fiscal Dept., Palace Bldg., Minneapolis, Minn.

Dear Sir:—I am interested and would like to have full particulars of your Electric Railway, and your special offer on "Common" voting stock. Kindly tell me what your estimated earnings are, and what profits I could expect on an investment. Also send me your Illustrated Book containing maps, 25 half-tone engravings, engineers' reports, etc., all to be mailed without cost or obligation to me.

Name .... Address ....
City .... State ....

Dan Patch Air Line Ready for Operation
Minneapolis Morning Tribune (1909-1922); Jul 3, 1910;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 12

Minneapolis

Dan Patch Air Line Ready for Operation

First Trainload of Passengers Taken Over New Road to Savage.

Only Railroad Ever Built Without a Bonded Liability.

M. W. Savage Enthusiastic Over Achievement—Extensions Planned.

The Dan Patch Air Line, believed to be the only railroad ever built in the United States without a bonded indebtedness, also unique in that the people and not the corporations own it, will be formally opened to the public ~~tomorrow.~~ The regular passenger schedule will be put into operation between Minneapolis and Savage, a distance of 12¼ miles.

M. W. Savage, president of the company, the other name of which is the Minneapolis, St. Paul, Rochester and Dubuque, was host yesterday afternoon to Mayor James C. Haynes, officers and stockholders of the company and newspaper men in the first excursion and inspection trip taken over the road.

Road Has No Indebtedness.

While the motor-drawn car sped over the newly laid rails, flanked on both sides by the richest agricultural section of Minnesota, Mr. Savage told of his achievement and of his plans for the further extension of the road to Northfield first, and then to Rochester.

"There is not a dollar of indebtedness standing against this road," he said proudly. "Every dollar that has been put into it has been expended on its physical property, in the making of grades, laying of rails, buying equipment, in other words, the actual building of the railroad."

Just at this point Mr. Savage was interrupted in his narrative by word that Charles Peters of Wausau, Wis., one of the stockholders in the party, had just paid $500 in cash for another block of stock. He has barely more than reached his majority and declared that it was the proudest moment of his life to ride on a railroad which he had helped to build.

Follows Builder's Plans.

"When I first decided to build the Dan Patch line," continued Mr. Savage, "I made up my mind there was no reason why a railroad should not be built in just the same way, as for instance, a building, simply paying cash for what was required to build it. I figured that if half my customers would put in $100 apiece I could build the road all the way to Rochester and begin operating trains without a dollar of debt against the line.

"I have never deviated from that plan. Today there is only preferred and common stock held against the road and not one bond. We shall pay on the preferred stock as soon as possible and on the common as well.

Common People Built It.

"The men with from $100 to $500 to invest are the people who have the money of this country and if they only knew it a lot of questions of high finance and other governmental problems involving Wall street would be solved never to be heard of again. It was hard to make the common people believe that they could build a railroad, but they were convinced in the end. I believe also that a railroad was never financed at lower expense than this one.

"We have 3,000 stockholders, representing every state in the union. Five hundred of them live in Minneapolis. We have enough money right now to build the line into Rochester and are going ahead as rapidly as possible. I promised the opening of this line July 4 and made good, but I am not going to promise the opening of the Rochester extension for a given date. I will say positively, however, that it will be running trains on schedule in next October.

Growth is Predicted.

"The line is bound to be a moneymaker and to pay rapidly increasing dividends. The time will come when almost one continuous town will front our right of way. The advance in the prices of agricultural land along the line of route is almost too great to be believed.

"Once we have reached Rochester, there is no question about the line being continued to Dubuque. We will not build it, in all probability, but it will be built by others."

The initial trip was begun and finished entirely without ceremony. Even the breaking of a bottle over the bow, or whatever is done to signalize such an event, was dispensed with. The steel and mahogany car richly upholstered was standing at the crest of the Washburn park hill and Mr. Savage's guests simply rolled into it from automobiles and were on their way.

Those Who Were Present.

In the party were: M. W. Savage, president; M. K. Boutell, secretary; W. M. Glenny, traffic manager; W. Baer Ewing, manager fiscal department; F. G. L. Hunt, chief engineer; W. J. Morris, director; W. B. Boardman, R. T. Boardman, M. E. Harrison, J. B. Smith, Mayor James C. Haynes, Rev. Dr. J. D. Montgomery, E. J. Conroy, John Gorrien, J. W. Basseman, Muskogee, Wis.; Charles Peters, Wausau, Wis. F. W. Neff was in charge as conductor and A. Hesseltine, who has driven the car 27,000 miles this year in demonstration work, as engineer.

Scenery is Undulating.

Owing to the rails all having been laid within the last three weeks and the track bed finished but shortly before, the ride was rather more undulating than the average traveler is accustomed to experience. It gave a sort of kaleidiscope effect to the scenery. Every few hundred yards an industrial army, armed with spades, pickes and shovels, would part and let the car through.

A steam shovel that had been cutting away a clay bank as if it were pumpkin pie, hundreds of ties strewn along the banks, and various other exhibits gave signs that the work is regarded as yet far from completed.

"City limits—54th street," yelled the conductor through the half-opened door of the car as it let down the six per cent grade to the midst of the green fields.

"Fifty-eighth street," next was whooped through the door and down the line came in turn, Bachman, Goodspeed, Wilson, Oxborough, Bloomington, Palmer, Minneapolis Automobile club, Valley View and lastly, Savage, "as far as we go."

Usually the train crept along at a leisurely clip lest the wheels and rails should part company. In one stretch of good roads, however, the car showed a speed of 35 miles an hour. Its maximum speed is 68 miles an hour.

An hour was spent with the world-famous horses at the stock farm, one after another star equine being led out for inspection, including several wonderful colts, the progeny of the harness horse kings. Harry Hersey, the famous driver of Dan Patch, escorted the party through the stables. On leaving Mayor Haynes went up to him and said:

Mayor Dislikes Kicks.

"Mr. Hersey, I am the mayor of Minneapolis, as you may know."

"Yes, Mr. Mayor, I know," answered Hersey.

"I would like to exchange my constituency for yours," gravely announced the mayor, "because then I think I would have fewer kickers against my administration."

The city street cars connect with the present terminus of the line at Washburn Park and the line will not be operated from the business section of the city until necessary arrangements have been made with the Twin City Rapid Transit company for the use of its tracks. The St. Paul connection will be made over the street railway company's tracks, but a line is now being surveyed direct to St. Paul from Lakeville. An arrangement has been made with the Omaha to handle freight from Savage after the completion of the Rochester extension. Freight will not be carried through the streets of the city.

Two motor cars and several trailers will be available for the opening day's business. All of the 500 city stockholders are expected to travel over the line on the Fourth, as well as a considerable crowd attracted by the racing program at the stock farm.

Mpls Tribune 8-05-1910

DAN PATCH
ELECTRIC
LINE

TIME CARD

"13 Trains a Day"

Dan Patch Electric Cars leave Nicollet Avenue and Fifty-second Street (end of Washburn Park car line) for Wilson, Bloomington, Savage and intermediate stations, as follows:

9 and 11 a. m. and 1, 3, 5, 7 and 9 p. m.

Returning, leave Savage at 9:03 and 11 a. m. and 1:03, 3:03, 5:03 and 7.03 p. m.

For a pleasant trip take the Dan Patch line through the beautiful Minnesota River Valley to Savage. Large, comfortable cars in charge of courteous attendants.

Go today and avoid the crowds on Sundays and holidays.

WM. M. GLENNY, Traffic Manager.

Collision on Dan Patch Line
Minneapolis Morning Tribune (1909-1922); Aug 15, 1910;
ProQuest Historical Newspapers Minneapolis Tribune (1867-192
pg. 1

Collision on Dan Patch Line

Mrs. Emma Olson Injured—Trailer Gets on Main Track.

Several persons were severely injured yesterday when two cars on the Dan Patch line collided at Bloomington, eight miles south of Minneapolis. Mrs. Emma Olson, who was the most severely injured is now at the home of Paul J. Pettitt, 3438 Pleasant avenue. The extent of her injuries is not known.

The car, crowded to capacity, was running through Bloomington. As it rounded the curve there it struck a trailer car which was standing on the main track. The collision hurled many of the passengers to the floor. Mrs. Olson, who was standing in the rear of the car, was injured in falling against a seat.

The car, one of the latest model steel cars, suffered but little damage while the trailer, of the old wooden type, was badly demolished.

The accident is said to have been caused by boys who pushed one of three trailers from the side track onto the main line. Owing to the curve at this point, the car was not seen by the driver until almost at the second of the collision.

Girl Killed; 3 Hurt by Train.

Milwaukee, Aug. 15.—An unidentified girl, aged about 15 years was instantly killed and three companions, two young men aged about 21 years, and a girl aged about 16 years, also unidentified, were seriously injured when the four were struck by a Chicago, Milwaukee & St. Paul train while walking on the track near Wauwatossa, Wis., last night.

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Minneapolis
Minneapolis Morning Tribune (1909-1922); Oct 27, 1910;
ProQuest Historical Newspapers Minneapolis Tribune (1867-19
pg. 11

Minneapolis

Use of City Tracks Sought by Patch Line

Suburban Line Officials Present Pact With Traction Company to Council.

Washburn Park to Have Connecting Link if Permit Is Granted.

Many Rights Granted Twin City Corporation by New Road.

A tentative agreement between the Minneapolis Street Railway company and the Dan Patch Air line officials by which the suburban line would come into the city over the street railway company tracks in Nicollet avenue as far as Thirty-second street was taken before members of the city council railroads committee unexpectedly yesterday afternoon by the officers of the Dan Patch company who desire the committee to recommend to the city council that permission be granted the Minneapolis Street Railway company to enter into some such agreement with the air line.

Only Aldermen Esterman and Williams of the railroad committee were present, there being, therefore, no quorum. The two aldermen were shown the request of the suburban line. The tentative agreement as it now stands was explained, the officers of the suburban line saying that the contract as it now stands is the contract submitted to the Dan Patch line by the street railway company and that there may be many changes before they accede to it.

Two Balms Offered.

Under the terms of the contract as it now stands the citizens residing beyond the end of the Washburn park car line at Fiftieth street and who have persistently petitioned the council and the street railway for an extension of the line to the city limits at Fifty-fourth street are offered two balms.

One is a clause giving the Dan Patch line permission to take on local passengers between the city limits and Fiftieth street and the other a clause giving the street railway company permission at all future times to take over that portion of the Dan Patch line between the local company's terminal and the city limits should the city limits be extended. This offers a future hope of a service more frequent than the Dan Patch line would provide with its interurban schedule.

Permission is denied the suburban line to engage in local passenger traffic between Thirty-second and Fiftieth streets. The city is given the right of regulations to a great degree and the incoming line would have to bow to all city ordinances governing the Minneapolis Street Railway company and to all of the regulations and rules of that company the moment its cars cross the city line.

Contract Only Tentative.

W. P. Mason, of the Dan Patch line, explains that the contract is but tentative in every way and that it simply is exhibited with the hope that the council will see that some such an agreement is fair and equitable and grant permission for the Minneapolis Street Railway company to make the same or similar agreement with the Dan Patch company. They do not wish it taken in the light that they have made an agreement on all principal points with the street railway company and are simply asking the council to stamp its approval thereon.

Later, when both companies had signed up an agreement, it would have to go to the council for approval. The charter of the street railway company provides that it must not allow other companies to run cars over its tracks without the approval of the city council.

At present the street car company runs its cars only to Fiftieth street. The council has asked it to run at least a "stub" car as far as Fifty-fourth street, but none has been run. But this stretch of four blocks was just what the Dan Patch company was watching. By special arrangement with the local railway it has built its tracks in as far as Fifty-second street, which is the foot of the near approach of the bridge, and is now running cars that far. The company officials say the street railway officials have agreed to purchase that bit of track, which soon will be linked with the city car line terminal, as it practically owns it now, though the transit company has a year in which to pay for it.

Patch Cars Enter City.

However, Dan Patch cars now entering the city, even though over the lines of the local company, are doing so illegally.

The important subject of transfers has not been decided upon by the two companies, according to the contract as it now stands. This question, it explicitly says, shall be left open for future consideration. That would be another point to greatly interest the residents beyond Fiftieth street. However, it is the desire of the Dan Patch company to grant transfers to persons boarding their incoming cars between the city limits and Fiftieth street.

The agreement between the companies says the suburban line must make suitable provisions for care of their cars at Thirty-second street and this the company officials say will be easy as they already have purchased half a block of ground there.

It provides that the local company shall be at all times empowered to inspect the suburban cars and insist that they be kept up to the standard of their own cars, cost even of inspection to be born by the suburban line.

Further it provides that the suburban line shall bear all cost of keeping in repair and up to standard the tracks between Thirty-second street and the city limits. Also it must give the local company a $50,000 bond to insure it against accident caused by the suburban company cars or employes. For the privilege of running its cars over the tracks the Dan Patch company would be required to pay 40 cents a mile per car.

"I think the public will come to realize the necessity and great advantage of our company coming into the city," said Mr. Mason. "The traffic we tap formerly went into St. Paul and only a scattering few drifted to Minneapolis. However, we cannot continue to ask the public to walk several blocks from the end of our line to the beginning of the local line. I think we are making a perfect fair request of the council."

Minneapolis
Minneapolis Morning Tribune (1909-1922); Nov 12, 1910;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 2

Minneapolis

Air Line Contract Balked By Washburn Park People

Residents Want Local Company to Run Cars to City Limits First.

Wrangle Over Routes Takes Up Time of Special Meeting—Nothing Done.

The request of the Dan Patch line officials of a special council committee yesterday for permission for the Minneapolis Street Railway company to enter into a contract with it by which the Dan Patch line would be allowed to come into the city as far as Lake street over the local company's tracks on Nicollet avenue, was balked by Washburn park residents who pleaded and demanded of the committee that before any such sanction is given the council force the local company to give service on Nicollet avenue from Fiftieth street to the city limits.

The street railway company was ordered to provide and operate this extension in a resolution passed by the council last June, but though the line is built cars are not operated over it. So insistent were the Washburn park people that the Dan Patch request was not acted upon and instead a resolution by Alderman Van Nest, recommending that the city take proper steps to compel the local company to grant such service at once, was adopted. This was adopted by the council last night.

In presenting the Dan Patch request Attorney Chase explained that Manager Hield of the street railway company desired some expression from the committee before the two companies entered into a contract and that this contract would have to be submitted to the council for ratification before becoming effective. The request was accompanied by numerous petitions from business men and commercial clubs.

Secretary Is Scored.

Mr. Hield declared that he desired the Dan Patch company to come into the open and show where they stood and what they wanted before his company would seriously negotiate with it. He implied that the Dan Patch people had been very adverse to doing so. He said he realized the importance of suburban electric lines.

"But I don't think there is enough suburban business to warrant all this. I refer to passenger business. The question is whether the Dan Patch line contemplates handling freight such as dairy and other farm products. If so where are they going to dump it when they get to Lake street. I have heard unauthoritively that they considered coming down to Bridge Square or even on over to the stock food building. I am not opposing the Dan Patch line. I am suggesting that it would be only fair for it to abandon its secrecy. Our own charter does not give us authority to carry freight. Would it put us in the position of asking that our charter be changed? I would like to know the ultimate aim of the company."

The committee also expressed itself as being interested in these points. The company officials did not elucidate. Alderman Walker was for granting the request of the company, saying that the request reads very plainly that after the companies have come to an agreement the council shall have authority to accept or deny it.

Franklin Line Boosters Present.

A number of the aldermen expressed themselves as not at all sure, but that, as in the case of money contributed to the Nicollet avenue bridge, it would not partially bind the city.

A big delegation of Second and Eleventh ward citizens was present to urge the special committee appointed to consider the ordering of a street car line in Franklin avenue from Nicollet to the city limits to so order immediately. Aldermen Williams and Ortquist had been led to understand by some of the business men who had seen Mr. Hield that he was strongly in favor of the line and that if the council would so order it would meet with the approval of the company. Mr. Hield explained that such was not the case and that he merely had looked over the route and sent an engineer to get more data. He added that the building lay with the board of directors and that ordering of it by the council would place it in a class with other lines which have been ordered and never installed. He said he was not opposed to it, but is one of a board of directors. The committee was about to at least recommend that it be ordered when Aldermen Selover and Hertig protested that as the line would go through the Fifth ward their constituents should have a chance to express opinions so the meeting was adjourned until a week from Monday.

12-11-1910

Air Line Backers Cheered as They Reach Northfield

First Official Trip Is Made Over the Forty-Mile Extension.

Governor and Railway Promoters Speak to Crowd That Awaits With Band.

The Northfield extension of the Minneapolis, St. Paul, Rochester and Dubuque Electric Railway company, the Dan Patch line, was formally opened yesterday when the first official trip was accomplished from Minneapolis to Northfield.

Two thousand citizens and a band at Northfield awaited the coming of the car "Irene" bearing among prominent financial men of the Twin Cities, Governor Eberhart, Attorney General Simpson, President M. W. Savage, Secretary M. H. Boutell and other officials.

As soon as the car was brought to a stop Mayor W. A. Hunt clambered aboard. Mayor Hunt enthusiastically received the 40 visitors, extolled the work of Mr. Savage and his company in their actions of acquiring the right of way and settling damages without a murmur and declared that the coming of the road would be most beneficial to the city. Mr. Savage was introduced and he thanked the people for their show of appreciation. He then introduced Governor Eberhart.

"This state is indeed indebted to Mr. Savage and his associates," declared the governor. "I am proud to see Minnesota lining up with other prominent states of the union whose territories are traversed by numerous electric interurban lines. I have always wondered why Minnesota could not become the same and I am proud to see my longings being put into effect."

Following Governor Eberhart was M. H. Boutell, secretary and attorney of the company, who thanked the governor and the populace for their congratulations and promised great things of the line. William Henry Eustis added even more ginger. He was followed by Judge M. B. Koon who spoke a few words on behalf of the cities.

The run to Northfield was slightly marred at Savage when the timer on the engine failed to answer immediately, but the party of men spent their time well by looking over Mr. Savage's speed string at the Dan Patch farm.

The party included: Governor Eberhart, Attorney General Simpson, F. A. Chamberlain, William Henry Eustis, E. M. Stevens, Edward Chapman, W. S. Jones, Fred Clark, J. C. McKercher, L. J. Boughner, W. A. Frisbie, M. B. Koon, J. D. Uttendorfer, John Leslie, H. H. Williams, J. F. Conklin, A. E. Zonne, Max Toltz, Mr. Mowry, D. L. Case, N. F. Fall, E. K. Ware, John DeLaittre, Carlos Boynton and Messrs. Egan and Schriber. Of the company the following made the trip: President M. W. Savage, E. B. Savage, H. Wohman, M. H. Boutell, I. B. Smith, W. L. Morris, M. E. Harrison, and W. B. Ewing.

CARS TO GO TO FIFTY-FOURTH ST.
Minneapolis Morning Tribune (1909-1922); Feb 28, 1911;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1
pg. 6

CARS TO GO TO FIFTY-FOURTH ST.

Street Railway Company Now Connects With Dan Patch Line.

Washburn Park cars in Minneapolis will operate as far as Fifty-fourth street beginning tomorrow morning, thus connecting with the Dan Patch line. The trackage between Fiftieth street and Fifty-fourth has just been purchased by the street car company. This piece of track has been the cause of much dispute. A long grade of good percentage has caused the Dan Patch line much trouble, since the electric motor driven by gas engine could scarcely negotiate it. The two lines now connect.

Minneapolis Morning Tribune (1909-1922); Feb 28, 1911;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 3

TWIN CITY LINES

Opening of Extension of Washburn Park Line.

THE extension of the Washburn Park Line from 50th Street to 54th Street, where connection will be made with the Dan Patch Line, will be open for business Wednesday Morning, March 1st. Cars will be marked "54th St. and Col. Heights" and will run every 20 minutes.

Display Ad 37 -- No Title
Minneapolis Morning Tribune (1909-1922); Mar 25, 1911;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 12

SPECIAL SUNDAY ANNOUNCEMENT

The Dan Patch Line

Time Table for Special Sunday Service

MARCH 26TH

Leave South Bound					SHOWING TIME FROM UNION DEPOT BY TWIN CITY CONNECTIONS.					Arrive North Bound
A.M	P.M.	P.M.	P.M.	P.M.		A.M	P.M.	P.M.	P.M.	P.M.
10:19	12:10	1:39	3:59	6:19	Union Depot	10:50	4:50	4:50	6:05	7:15
10:39	12:39	2:03	4:23	6:39	Lake Street	10:30	4:30	4:30	5:45	6:55
11:00	1:00	2:20	4:40	7:00	54th Street	10:10	4:10	4:10	5:25	6:35
11:40	1:40	3:00	5:20	7:40	Savage	9:20	3:20	3:20	4:38	5:45
12:14	2:07			8:07	Antlers Park	8:54	2:58		4:23	
12:20	2:14			8:12	Lakeville	8:50	2:54		4:05	
1:00				9:00	Northfield	8:10	2:10			
Daily	Sunday	Sunday	Sunday	Daily		Daily	Daily	Sunday	Sunday	Sunday

Subject to change without notice.

The Dan Patch Electric Line connects with Northwestern (Omaha) line at Savage, saving thirty cents fare and thirty minutes time to Minneapolis.

TAKE A TRIP TO ANTLERS' PARK and pick out a lot on this beautiful lake for your summer home; lots ranging in prices from $100 to $800, according to size and location. **Agent** will be on the ground to give all the information desired. This is one of the most desirable points in Minnesota for a summer home. The **Dan Patch Line** is making great improvements in this park at this time. The commutation rate beginning May 1st will be 25c. Pick your lot before they are all sold. For further information address

F. A. Martin, Superintendent, or Land Department, 331 Palace Bldg.

Mpls Tribune

3-14-1911

TIME TABLE

Dan Patch Electric Line

The Dan Patch Electric Line makes close connection at Savage with the Northwestern (Omaha) Line, saving over 30 minutes time and 30 cents in fare.

Trains leave Minneapolis, 54th street depot, for Savage, Antlers' Park, Lakeville and Northfield at 11 A. M. and 7 P. M.; returning leave Northfield at 8:10 A. M. and 2:10 P. M. making connections at Savage with Omaha trains from the Southwest.

Take Twin City cars marked Col. Heights and 54th St. Allow 30 minutes from Union Depot.

Special Trains will be run on Sunday whenever there is occasion for same. For special trains address

F. A. MARTIN,
Supt. Dan Patch Line.

Office DEPOT.

Mpls Tribune

4-2-1911

SPECIAL SUNDAY TRAIN

On the Dan Patch Electric Line

Subject to change without notice.

Leave 54th St. Station for Northfield at 11 a. m. and 7 p. m. Stop at all intermediate points. Special train for Antlers' Park at 1:00 p. m. to Savage at 2:20 and 4:40.
Returning, leave Northfield at 2:10 p. m. and 8:10 a. m.
Returning, leave Antlers' Park at 4:45 p. m. and 2:53 p. m.
Returning, leave Savage at 3:20 p. m., 9:20 a. m., 3:25 p. m. and 4:38 p. m.

TAKE A RIDE. Plenty of cars, plenty of room. Take First avenue car marked Columbia Heights and 54th St., allow thirty minutes to time given above.

DAN PATCH ELECTRIC LINE

Display Ad 48 -- No Title
Minneapolis Morning Tribune (1909-1922); May 14, 1911;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 5

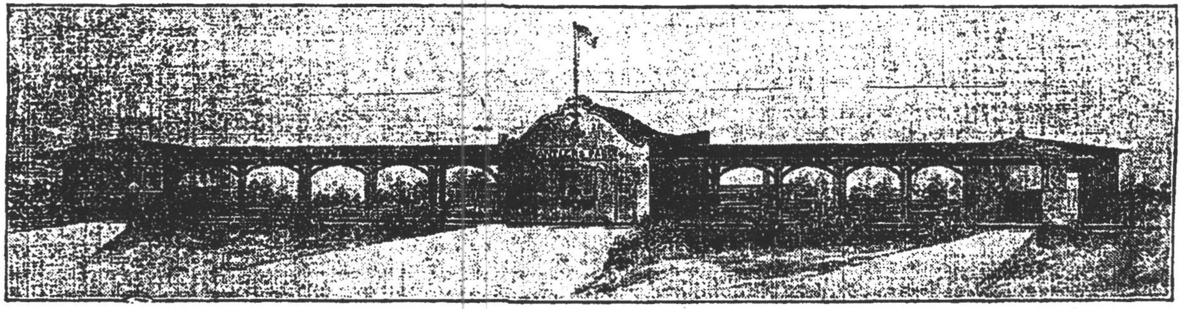
SPECIAL TRAINS SUNDAY, MAY 14

Antlers' Park

Minnesota's Beauty Spot

Owned by the DAN PATCH ELECTRIC LINE

Located on the North Shore of Lake Marion—Two depots on the Dan Patch Line



NEW DEPOT AT ANTLERS' PARK

Five Acre Fruit Farms.

Beautiful shore lots, 300 to 400 feet long.

Acre lots.

Where the Cool Breezes Blow

The DAN PATCH ELECTRIC LINE is going to make this the finest shore resort in this state. Go down Sunday or any week day and look these lots over

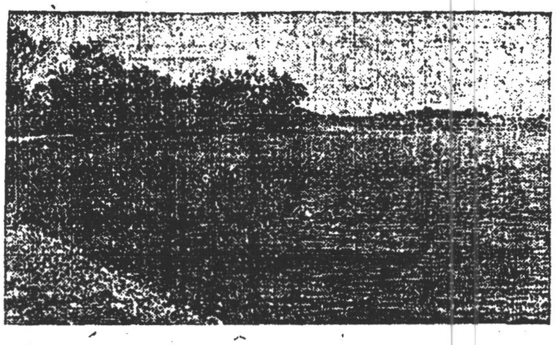
Lots with shore privileges.

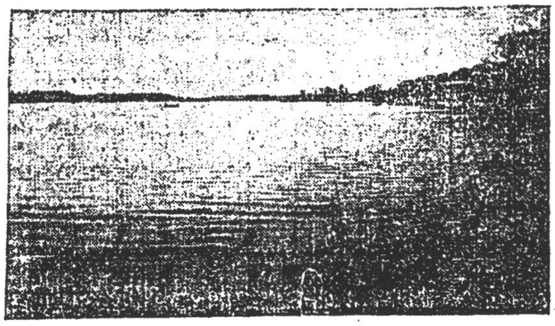
You will not be able to duplicate this property in the State of Minnesota.

Sold on easy terms.

Fine Town Lots from $75.00 up.

Buy Now As This Price Is at the Bottom





Fine Residence Lots from $75.00 up.

Buy Now As This Price Is at the Bottom

Commutation Tickets, good for all the family, 25c each trip. Remember, express trains will be run from Minneapolis to Antlers' Park without stop. Time 35 minutes. This beautiful depot will be built in Antlers' Park in a few days. Bath house with 50 rooms, and a fine Pavilion will be built at once.

DAN PATCH ELECTRIC TRAINS

Leave 54th St. for Antlers' Park	Returning leave Antlers' Park
9 A. M., 11 A. M., 2:45 P. M., 7 P. M.	9 A. M., 11:05 A. M., 2:45 P. M., 4:35 P. M.

ADDRESS DAN PATCH ELECTRIC LINE, LAND DEPARTMENT,
331-333 PALACE BUILDING,
MINNEAPOLIS, MINN.

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Display Ad 8 -- No Title
Minneapolis Morning Tribune (1909-1922); Jun 12, 1911;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 6

ANTLERS' PARK

Minnesota's Beauty Spot

SPECIAL SALE OF LOTS

All of the shore lots left at Antlers' Park will be put on sale (Sunday) at ten o'clock. There are very few lots left and we wish to close them out. The business and residence lots not on the lake will be sold at a great reduction.

Lots in Subdivision

The Big Point Lots Finest Lots on Lake Marion

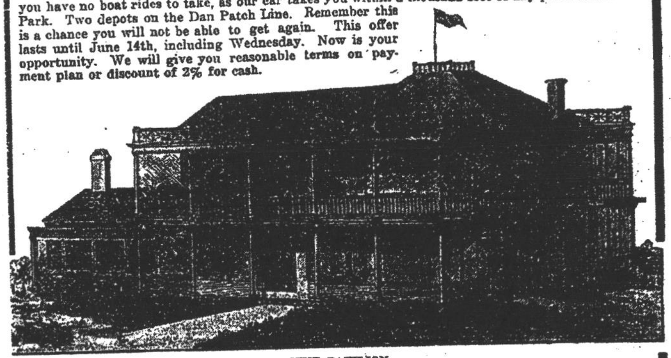
Sub-Division
Lot 1,
Block 23
THE BIG POINT

Lot 1, block 28, $500. Sunday price	$475
Lot 2, block 23, $500. Sunday price	$475
Lot 3, 65 ft. front, 302 ft. long, $600. Sunday price	$500
Lot 4, 82 ft. front, 356 ft. long, $600. Sunday price	$500
Lot 5, 106 ft. front, 405 ft. long, $850. Sunday price	$750
Lot 6, 100 ft. front, 405 ft. long, $750. Sunday price	$700
Lot 8, 70 ft. front, 310 ft. long, $600. Sunday price	$500
Lot 9, 75 ft. front, 290 ft. long. Sunday price	$550

These lots are located on the big point with a view of ten miles in either direction, nicely wooded, with beautiful sand beaches in front of them.

Lots 3 and 4, block 20, 320 ft. long and 60 and 54 ft. shore front, and beautifully wooded, price $500. Lot 19, block 12, price Sunday $475. Lot 21, in block 12, $475. Lot 22, $500. Lot 23 with big original growth of Oaks and Elm, 258 ft. front, $600. These are all of the desirable shore lots left. We have other shore lots from $200 to $350. Inside lots will be sold at a very great reduction tomorrow. Business lots from $50 up to $200. We can sell you a nice 50 by 150 ft. lot for $75.00. Our rate of fare with commutation ticket for Antlers' Park is twenty-five cents. Trains will be run every hour with a forty minute schedule by July 1st.

Big improvements are now being made at this park by the company. In living at this point you have no boat rides to take, as our car takes you within a thousand feet of any point at Antlers' Park. Two depots on the Dan Patch Line. Remember this is a chance you will not be able to get again. This offer lasts until June 14th, including Wednesday. Now is your opportunity. We will give you reasonable terms on payment plan or discount of 2% for cash.



NEW PAVILION

SUNDAY SCHEDULE

Two more new steel cars in and will be running Sunday. Plenty of room for all.

Trains leave for Antlers' Park—9 a. m., 11 a. m., 2:30 p. m., 4:30 p. m., 7 p. m.

Returning leave Antlers' Park—9 a. m., 11:05 a. m., 2:50 p. m., 4:35 p. m., 6:30 p. m.

Special rates will be given to picnic parties to Antlers' Park at any time upon application. Special cars for special parties to any point on the line will be furnished upon application of twenty-four hours in advance. Special rates for week day excursions to Antlers' Park commence on the 16th of June. Rate will be sixty cents round trip. An excursion steamer has been put on the lake and can be used by any party wishing a ride or special chartered parties of 35 or less.

Lake Marion is now one of the best fishing lakes in the state of Minnesota. We are running a week day train leaving Minneapolis at five o'clock a. m. for fishing parties.

Any other information desired call or write to 331 Palace Bldg.

Dan Patch Electric Line

Display Ad 23 -- No Title
Minneapolis Morning Tribune (1909-1922); Jul 13, 1911;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 11

7.13.1911

CHAMPIONSHIP RACE

BETWEEN

Minor Heir, 1:58½
Hedgewood Boy, 2:01
Lady Maud C, 2:00½
George Gano, 2:02¼

Will Race at Savage, Friday, July 14th, at 2 P. M.

2 other high-class races during the afternoon—3 heats each.

YOU CANNOT AFFORD TO MISS THIS

Dan Patch, 1:55, Will Be on Exhibition

ALL FREE

You can visit the stables and see over 200 colts and brood mares.

Everybody Is Invited.

Special trains on the Dan Patch Line leave 54th Street Depot at 1:00 p. m. and 1:30 p. m., returning leave Savage immediately after the races are over, giving ample time to look over the horses before the races commence.

This will be the last race before the Fair as the horses go on the road next week.

NEW DAN PATCH CAR ARRIVES
Minneapolis Morning Tribune (1909-1922); May 18, 1911;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 7

NEW DAN PATCH CAR ARRIVES

Added Equipment Assures Quick Service on Air Line.

One of the big steel cars of the Dan Patch electric line, built by the General Electric company, arrived, attached to the Great Western passenger train, yesterday from Schenectady, New York. This is one of the series of cars which will be delivered in a few days. It is understood that it is the most powerful car of its kind ever built. Specifications for this car have been exceeded in every way regarding power and speed. The tests between Albany and Schenectady, over the West Shore railroad on the 3 per cent grade, with loaded trailers, made a speed of over 40 miles an hour. This assures the people of Minneapolis quick service on the Dan Patch line.

It is understood that the schedule which will be in effect in a few days, will lessen the time between here and Northfield nearly one hour. This will be a great boost for the Dan Patch line, as they are now unable to handle the big crowds which are traveling over the line. With these additional cars in operation they will have ample accommodations.

GRAND OPENING

At ANTLER'S PARK

Minnesota's Beauty Spot on Lake Marion

SUNDAY, JULY 16th

Opening of the new pavilion, the new 200-room bath house with all new bathing suits, on the finest beach in the state of Minnesota; Music in attendance all day. Matinee and night concerts will be given in the large new dancing pavilion; abundant refreshments. It is understood a baseball game between the South Minnesota Champions and the crack Lakeville team will be called at 2:00 p. m. upon Antler's Park baseball grounds. Anyone wishing to avail themselves of the Privileges of the dance hall can do so while the music is in attendance. New Boats for Fishing, Steamer for Pleasure Rides.

This afford an opportunity of a ride on the new Dan Patch Electric Line, which runs through this garden spot of the Northwest, and to take a dip in the beautiful clear waters of Lake Marion with its fine sand beach, sanitary bath houses, equipped with every convenience.

THE DAN PATCH ELECTRIC LINE

Is the only railroad in the State of Minnesota today that has not raised the rates from **two cents to three cents a mile.** Special rates to Antler's Park and return week days and Sundays.

SPECIAL SUNDAY SCHEDULE:

Trains leave 54th St. Depot at 9:00, 11:00 A. M. 2:30, 4:30 and 7:00 P. M. Returning, leave Antler's Park 9:00, 11:05, A. M. 2:50, 4:35, 6:30, 8:30 P. M.

This resort is for the Enjoyment of all respectable people on every day of the week.

Special rates week days for picnics or private parties to Antler's Park or other points made on application. **GO AND TAKE YOUR FAMILY FOR AN OUTING.**

We have plenty of new steel cars with every comfort and convenience for the accommodation of the crowds. Any other information required, telephone Grove 670 or Colfax 2570, or the General Office, Dan Patch Line, International Bldg., Minneapolis.

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7-15-1911

DAN PATCH ELECTRIC TRACTION LINE BINDING MINNEAPOLIS TO HUSTLING SOUTHERN CITIES
Minneapolis Morning Tribune (1909-1922); Feb 11, 1912;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 27

DAN PATCH ELECTRIC TRACTION LINE BINDING MINNEAPOLIS TO HUSTLING SOUTHERN CITIES

Forty Miles of Completed Roads Enable Suburban Residents to Enjoy All the Pleasures and Advantages of Metropolitan Life and Enterprise.

Projected Extensions Eventually Will Reach Other Minnesota Cities and Villages, Bringing to Local Markets the Richness of Minnesota Gardens.

Is Minneapolis overlooking a bet?

What might be called the consensus of opinion reached in an informal discussion among some lively young business men a few evenings ago, in which the old up-and-at-'em spirit of 30 years ago was compared with the "come if you want to; otherwise not" apparent attitude of the present Minneapolis, to the manifest disadvantage of the latter, may be summed up in that opening question. Those young men substantially agreed that Minneapolis is overlooking a bet—yes, many bets.

And still, that condemnation reflected as much on the young business men as on the city. Their fathers were the men who made Minneapolis a "humdinger" 30 years ago, and they are now enjoying the fruits of their boosting to a degree not dreamed of when they were young. If they have a penchant for spending more time in southern California or in Florida in winter than at home; for spending more of their summer leisure in their touring cars than in boosting Minneapolis; for lolling at the club or over a whist game more than in doing their duty as heads of important commercial committees, it may be pleasures they have well earned. If their sons are not boosting Minneapolis in a way that counts, perhaps the fathers are at fault, perhaps the sons. Perhaps the responsibility should be divided. In any event, there is plenty of boosting to do; the only question is who will do it?

One Overlooked Bet.

One of the specific bets mentioned in that informal discussion was suburban traction lines. Why, it was asked, has not Minneapolis more of them?

"More of them!" one said in derision. "More of them! 'More' implies that we have some now. Where are they, I should like to know?"

The other mentioned the line to Minnetonka, which, it was agreed, was more of an extension for the accommodation of lake dwellers than for the permanent residents of the lake towns; and the line to Stillwater, which, also, was more for the convenience of White Bear and other villages than for the country traversed. How much trade these extensions of the Twin City Rapid Transit company brought to Minneapolis the young men did not know. Not much, they said, although it was mentioned that St. Paul commercial organizations had had conniption fits when there was talk of connecting the Stillwater line with Minneapolis by a line to be built north of St. Paul. St. Paul was afraid that Stillwater folk would come to Minneapolis instead of stopping in St. Paul. And there was a laugh at St. Paul's fussiness over small things. Minneapolis doesn't make any fuss, it was said, because some of the Excelsior folk may go to St. Paul over the Lake street line.

Then somebody wondered when the Luce electric line would be in operation, because it would give the north shore villages a direct line to and from Minneapolis. That the Luce line could be anything but a road for the convenience of Lake Minnetonka cottagers was not hinted at.

The talk ended in the unsatisfactory conclusion that Minneapolis is certainly overlooking a bet in not working for suburban traction lines, and in the lament that at present there are none.

No Excuse for Ignorance.

There is not the slightest excuse for such ignorance.

Nor is there excuse for the lethargy that does not even lend moral support to the one suburban traction line that within a year and a half has opened up nearly 40 miles of new trade territory; that in a little more than a year after it was placed in operation was able to show a balance on the right side of the ledger; that in the three months since it began handling freight and express has brought many new accounts to Minneapolis jobbers.

Minneapolis has one suburban traction line, The Minneapolis, St. Paul, Rochester and Dubuque; otherwise the "Dan Patch Line."

Line Built Slowly.

It is no reflection on the company or its promoters that Minneapolis is the only city at present served, directly, by the line. Most railways are projected on ambitious lines, and if the early ambitions are never realized the usefulness of the portions built is not thereby less. The Minneapolis and St. Louis has been in operation many years but only now is there a probability of its rails reaching St. Louis. The Chicago, Rock Island and Pacific is still older, but that company's steel is not within a thousand miles of the Pacific. A name does not make a railroad nor get it business after it is made. If the road traverses populous producing territory, and has a market at one terminus, it will prove a blessing to that territory and to that terminus. So this Dan Patch line, traversing 40 miles of what may be considered the garden of Minnesota, and pouring the products of that magnificent stretch of country into the Minneapolis markets, and taking back goods from the Minneapolis stores; or placing the thousands of inhabitants in the villages and towns along its line within easy access of all that Minneapolis is commercially, educationally, and musically, is helping Minneapolis to attain its destiny as the commercial center of the Northwest.

Why were the young men who discussed suburban traction, and so many other Minneapolis business men, ignorant of this new element in the city's commercial and social life? There is no excuse, and yet there is.

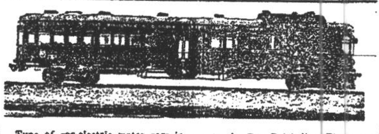
Along most lines people are creatures of habit. They do everything as others did it before them, and expect others to do the same. In spite of the clamor for something new, innovations are not welcome. Changes must be evolutionary, not radical. This holds in corporations perhaps more than in anything else. There are well beaten paths of finance, and the man who fails to traverse them, turning to the right, and observing other rules of the road, is in danger of being looked upon as a financial tramp, a man to be avoided as of no consequence or really dangerous.

Built on New Lines.

Without the slightest attempt to disparage those who promoted the Dan Patch line, and with only praise for what has been accomplished and encouragement for future prospects, it must be stated as a fact that the Dan Patch line was not promoted and built on orthodox theories of finance. There should be no discredit in that, but perhaps there has been discredit, and there certainly has been criticism. Discredit and criticism, however, do not prove anything. Whether built according to financial Hoyle or not the supreme fact remains that the road is built, 40 miles of it, that it is doing business and that it is more than earning expenses after a year and a half of operation. Those facts ought to be answer enough to criticism.

The accepted method of financing a railroad project is to incorporate it for any convenient amount, bond it to any amount the New York bankers think they can "digest." Give the stock to those who buy the bonds. It is understood, of course, that there must be preliminary surveys, reports of all kinds on the cost of construction, figures on probable business, beautifully printed prospectuses and any other detailed information to bring about the one object in view, the sale of the bonds and the deposit of the proceeds with a New York trust company as fiscal agents to be paid out as the work progresses.

Generally, at some stage of the proceedings, trustees or a receiver is appointed, the bondholders take the road, reorganize it, scale down the indebtedness and do all the other things that have made New York bankers the power they are today. Transportation companies that do not conform to this process are not thought much of in financial circles of the East, and financial publications are apt to say things about them not calculated to increase their credit.



Type of gas-electric motor cars in use on the Dan Patch line. Three new cars longer than the one in the picture, carrying 91 passengers, have been ordered. The new cars differ in having the door at the rear end instead of in the middle.

Dan Patch Line Different.

The Dan Patch line was financed differently. In one sense it is a one-man road, as the Great Northern is a one-man road. It is different from the Great Northern, however, in that the promoter and guiding genius of that system grew up with it, expanded with it. He was a transportation man, one might say, by destiny. He has been called an empire builder, and to build his empire he did as other emperors. He conquered his territory, and by financial diplomacy provided the sinews of war. The one man of the Dan Patch line is M. W. Savage, who took up transportation, one might say, as an avocation or fad after attaining success as a manufacturer. Although in his prime he had amassed a fortune, and might have been pardoned if he had retired wholly from active business life. That he did not choose to do, and more, perhaps as a divertisement from other business cares, he organized this traction line and within five years has 40 miles of it in operation. The steel and other construction is all but completed to Faribault and in the spring it is promised that the 13 miles between Northfield and Faribault will be open for business. Then there will be 50 miles of suburban traction line, bringing to Minneapolis all the richness of the farms of four populous and wealthy counties, and taking back the goods from the Minneapolis stores.

The track into Owatonna, the county seat of Steele county, will be ready for operation by fall, the managers say, adding 16 more miles to the line. The total will then be substantially 70 miles.

Importance Is Relative.

Seventy miles of railroad is not much when it is merely a bit of track that connects with or feeds a system of 10,000 miles. There are lines that long in northern Minnesota or Wisconsin that the owners would be glad to sell for scrap. But this 70 miles, considering how it was built, what it is doing for Minneapolis and its future prospects of doing ten times more, is about the biggest thing that has happened to Minneapolis in a decade or two decades.

Surveys have been made south of Owatonna, and it is easily within the scope of immediate future development for the rails of this unnoticed Dan Patch line to reach Rochester, Austin, Albert Lea, Waseca and Mankato. All these cities may be reached in time; one or the other of them will be reached in a year or two at most.

The importance of all this to Minneapolis can scarcely be overestimated. The day of suburban traction has dawned. Its sun is shining clear over the Eastern states. Ohio, Indiana, Illinois and other states are a network of traction lines. The swift and frequent cars are darting between all important trade centers, supplementing the long-distance telephone in all business activity. Minnesota ranks low in suburban traction, but the prophets are not silent. Suburban traction is coming in Minnesota, and wise is that city that hears and heeds early.

Line Paid For.

As was said, the promoter of the Dan Patch line is not an orthodox financier, which, perhaps, is as high a compliment as could be paid him. His line was not built on borrowed money. He paid as he built. It was his ambition to build a road with the people's money and to have the people own it. Stock in the company has been sold in small lots, and contrary to insinuations of the orthodox, a surprisingly large percentage of the proceeds has been applied to construction. In other words, the proceeds of the sales of stock were not absorbed in commissions and other selling charges. The company's books will show that. As the money came in, grading contracts were let, steel was bought and laid, and equipment supplied. In that manner the Dan Patch line was built. There is no mortgage on it, no trust deed in the vault of a New York trust company. The earnings are not absorbed by "fixed charges." There are no "fixed charges," and the operating expenses are practically all there are. It can be easily understood that New York bankers are not particularly interested in any corporation whose securities are not in their vaults, with coupons to be clipped periodically, and that they would dismiss mention of such a corporation with something stronger than disdain. Financial journals only echo the sentiments of the bankers.

About the Builder.

The personality of men who do things is always interesting. No matter how Minneapolis people may differ from James J. Hill on questions of union stations, Mr. Hill as a man will always be esteemed in Minneapolis as the man who created the Great Northern system and in large measure made the Northwest what it is today. The memory of Thomas Lowry will always be green in Minneapolis, for he gave the city the street railway system and the Soo road and left behind a sentiment of affection that can find no higher expression, used by high and low alike, than "Tom."

M. W. Savage is a different type of man. He has built up a manufacturing business in a score of years that is known all over the world. He has done it largely by advertising, and today his products are sold almost wherever there is any commerce. They are sold in Lassa, Tibet; in the Tahiti islands; in Cape Town, South Africa; in Sitka, Alaska. It is said that personally he receives more mail daily than all the state officials of Minnesota combined. In his offices he employs more than 700 stenographers. His portrait is familiar all over the world. Such is M. W. Savage's business in Minneapolis.

Little Known at Home.

Yet in conversation a few days ago with a Minneapolis business man who has lived here a quarter of a century or more, a man who, in the nature of his calling, has had abundant opportunity to meet men of all grades, who almost had to meet them, he said to the writer, "I never saw the man."

That sentence of five words tells more about Mr. Savage than could a volume. He is not a recluse but he is little seen of men. He does not frequent clubs or cafes, he is not on public committees, his influence is not sought in matters of civic moment, his name is not often on the directorates of local corporations other than his own. He does not mingle much with Minneapolis men of affairs, yet it can scarcely be gainsaid that he has done as much to advertise the city as any one man or group of men in Minneapolis. He loves his home and his friends, for in them he lives his higher life; he loves his business, for it has made him what he is financially; he loves his horses, they are his pets and playthings, and he owns a half million dollars' worth of them; and he loves the Dan Patch line, because it is the fulfillment of his ambition to do something for his city and state outside of his manufacturing business. He is a self-made man, with all the confidence in himself born of early struggles and magnificent success.

Traction Day Coming.

All this will suggest why he prefers to depart from beaten financial paths in building his railroad. He has built 40 miles and is building more, and within five years the 40 mile line will have become a system, reaching many of the important cities of southern Minnesota. It has been predicted by a man well versed in traction affairs that within five years Minnesota will have a thousand miles of suburban traction lines instead of less than 200, as at present, and it is reasonable to predict that the Dan Patch line will be included for much of that mileage.

Is Minneapolis overlooking a bet? was the question asked in beginning this article. That is for Minneapolis to answer. This Dan Patch line does not enter Minneapolis. It is not allowed to enter. When the line was projected permission was asked by the company to lay its tracks on the Nicollet avenue viaduct across Minnehaha ravine. The council granted permission on condition that the company strengthen the bridge. That the company did, and was then denied authority to use the bridge.

Its trains must stop at the city limits, a half mile farther out. No traffic arrangement has been made with the street railway company to handle passenger traffic for the Dan Patch line because the two companies could not agree on terms. So far as known no city official, council committee or committee of any commercial organization has volunteered to act as mediator between the two traction companies. Utter indifference has been the attitude. "Come in if you can; otherwise stay out," has been the answer, in practical effect. It is doubtful whether railway ever received so cold a reception as did this Dan Patch line at the hands of the city it is now doing so much for. The fact that the line is now doing so much business that its receipts are greater than its expenses is due to the ability of the company to handle business profitably under discouraging conditions, not to any encouragement the city ever gave it.

Why Travelers Like It.

The popularity of this road among travelers is due partly to the fact that it is the only road in the state charging only 2 cents a mile fare. It might charge 3, but does not. Its cars are roomy, clean and frequent. The road, therefore, is cheap and convenient. The cars stop almost anywhere to accommodate travelers or shippers. It is said that a steam road, running heavy trains, cannot afford to stop at stations less than 10 miles apart. There are 31 scheduled stops in the 37 miles between Minneapolis and Northfield, but the running time is only 85 minutes.

With these advantages, there is little wonder that the Dan Patch line does a large percentage of the passenger business in and out of competing points. Travelers like electric traction cars, because they best serve them. That is why the cars generally run loaded; that is why the people of Northfield and towns between Minneapolis and Northfield are getting into the habit of coming to Minneapolis to attend concerts and theaters. True, they must stop at the southern city limit, just as travelers in European lands are halted at the frontiers of every little principality, and change to or from a car of the Minneapolis street railway. That is not pleasant or convenient, and the fact that so many thousands of travelers do it only shows what the line might do if it were in position to run its cars into the city.

Freight Business Increases.

The Dan Patch line began handling freight and express Oct. 1, and since then it has built up a large business. It used to be said in the days 30 years ago, when narrow gauge railroads were being projected and built in the middle states, that if a farmer's wife had 11 eggs ready for market the crew of the local freight train on the narrow gauge road would wait until the hen rounded out the dozen and then bill the shipment, or that if a farmer had three or four sawlogs on a flat car on a cross-roads siding the train would wait until he hauled the rest of the load. The traction cars of the Dan Patch or any other suburban electric traction line do about the same today. In the 12.5 miles between the Minneapolis city limits and Savage, just across the Minnesota river, there are 13 scheduled stops, or one every mile. That means that the cars will stop that many times if necessary to take on or to let off passengers or to take on or to discharge freight. That means that every farmer with a can of milk can send it to town as soon as it is ready without a long haul over country roads. It also means that the country folk can come to Minneapolis nearly as conveniently as can the residents of Minneapolis themselves.

Service Is Speedy.

Farther south the merchants of the towns and small cities have transferred their jobbing accounts to Minneapolis firms because of the frequent and speedy freight service. They bought almost exclusively in other cities before the Dan Patch line was built. If a merchant, say at Lakeville, finds himself short of a particular kind of goods at 9 o'clock in the morning he has only to telephone his jobber in Minneapolis and at noon he has his goods. That is traction service compared with that of the steam roads. The one is like the bucket conveyer in a flouring mill, going all the time, carrying a small amount in each bucket; the other is like a man with a wagon, waiting until he gets a load.

The man at the throttle of a gas-electric motor car has no hot boilers, dirty coal, cinders, smoke and intricate machinery to keep his attention from the road ahead and from the safety of his car and its load.

The freight and package business of the line is now done under a handicap in that shipments between the city limits, where the cars stop, and the company's freight office at 617 First avenue south must be handled by auto trucks, of which the company owns three of large size. But even with that disadvantage the freight business of the line is increasing so rapidly that the company's equipment is all but overworked.

Back to the Country.

It would be interesting to tell all that this line has done, is doing and is likely to do for Minneapolis, but space forbids little more than a mention. Besides fulfilling its mission as a convenience for travel and transportation of freight it is drawing persons from the city to the country. The towns of Richfield and Bloomington, traversed by the line, are being divided into truck farms of a few acres. Houses are being built and many Minneapolis clerks and other inside employes are making their homes in the country, or preparing to do so, where their children may grow up in the freedom and abandon that is childhood's due, and where their own leisure may be profitably employed in God's glorious outdoors. It has been estimated that the enhanced values of real estate along the Dan Patch line would more than build the road.

New places of amusement are at the disposal of Minneapolis people. Thousands go to Savage for the racing where scores went before, and Antlers park, at Lake Marion, a few miles farther, is becoming a popular pleasure resort. The road is doing educational work in teaching the love of outdoors and in showing the value of country life for health and gain.

Cars Are Independent Units.

The Dan Patch line was projected as an electric road, and probably will be a trolley or third rail line eventually. Its present motive power is gasolene-electric. In other words, the cars are independent units, driven electrically by current generated in each car by a gasolene motor. This system has been found in every way satisfactory from the standpoint of practical railroading. The power is as easily handled and applied as is that of a trolley car, breakdowns are no more numerous and the speed is as high or higher. The practicability of this mode of traction needs no more extended indorsement than the statement that so far this winter the schedules have been maintained easily in all sorts of weather. Snow and extreme cold have caused little delay.

Three more of these motor cars, costing $25,000 each, have been ordered and will be added to the equipment in the spring, or by the time the line is opened to Faribault.

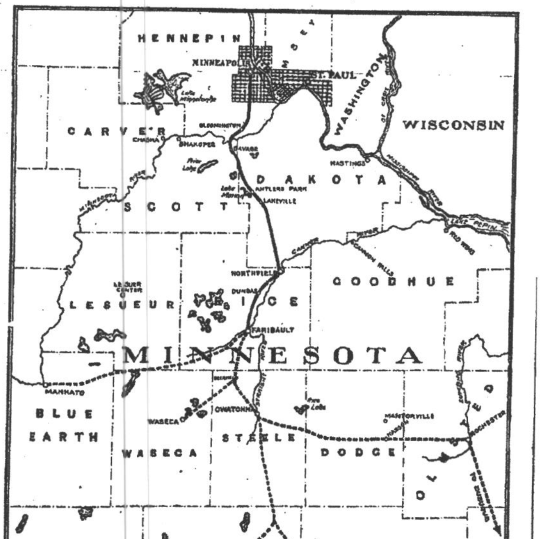
This article is not intended as a boost for the stock of the Dan Patch line. That is left for Mr. Savage and his associates, to be managed according to their ideas of finance, orthodox or unorthodox. The one purpose has been to show that if Minneapolis has been "overlooking a bet" in failing to note what this new road has done and is doing for its business interests it is time to take notice.

Day of Opportunity.

The day of electric suburban traction railroads is here, just as the day of improved highways is here. The opportunity for the one must be seized just as the opportunity for the other. Long laments have been voiced in The Tribune that, because the roads of Ramsey county are better than those of Hennepin, farmers haul their produce to St. Paul instead of to Minneapolis. Such complaints are unmanly and unbusinesslike. If St. Paul and Ramsey county have good roads, let them enjoy the benefits of their wisdom and prudence. Minneapolis' answer should be roads as good or better.

But the cities are in reverse positions in the matter of suburban traction lines. Minneapolis has this Dan Patch line, 40 miles long, drawing trade every hour of the day and reaching out for more. The Luce line is built a few miles toward the west and in a few months will be pulling trade from that direction. Other traction lines have been suggested to Anoka and toward the northeast. Fortunate would it be for Minneapolis if they were built. The city is most advantageously situated to become the center of many suburban traction lines, and common business prudence and enterprise dictate that every encouragement be given the men or companies than can build them.

St. Paul is wide awake to the advantages of the Dan Patch line. The business men of that city were quick to see its portent, and even now they are seeking to counteract its influence by building a traction line to the south, through country less populous and promising. Will the experiences of the highways be repeated, and will Minneapolis a few years hence be lamenting that St. Paul is getting traction line business that should come to Minneapolis? Will Minneapolis keep on overlooking bets?



The Dan Patch line as it is today and as it will be according to plans determined upon by its promoters. Many of the most important cities in the southern part of the state will be served by this traction line. Heavy lines show the road now built; dotted lines show the projected lines.

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Dan Patch Line Seeking Entrance Into This City
Minneapolis Morning Tribune (1909-1922); Apr 7, 1912;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 7

Dan Patch Line Seeking Entrance Into This City

St. Louis Park Suggested as One Point on Proposed Northern Extension.

Construction Activity on Southern End Commences This Week —Other Improvements.

It has been announced by those in touch with plans for the Dan Patch line, that that road will eventually purchase a right of way into Minneapolis, and at a convenient spot build an adequate freight and passenger station. The company is considering several plans of entrance to the city. Survery were made last fall and this spring. These surveys took in the territory to the south and west of the road's terminal at Washburn Park, passed through St. Louis Park, and terminated at the main line of the Minneapolis and St. Louis road which reaches Minneapolis by way of the Cedar Lake and Kenwood district.

It was further announced that rights of way and terminal sites had not been bought or leased. The most favored plan now under consideration is for the Dan Patch line to continue to St. Louis Park, and at a short distance from that point lease and use the Minneapolis and St. Louis rails into Minneapolis.

Railway Men Silent.

Officials of the Minneapolis and St. Louis say that negotiations for use of the rails has not been opened, but it is believed that it would not be impossible for Dan Patch and Minneapolis and St. Louis trains to use the same rails from St. Louis Park to Minneapolis.

The next step in the work, it is argued, would be to build tracks along Western avenue to a point near commission row. The possibility is presented of using the Twin City Rapid Transit rails into the terminals from the Minneapolis and St. Louis road. The terminal in question could be built near Hennepin avenue and Seventh street. This would be in the vicinity of the terminals of the Electric Short line. A rumor that the Dan Patch line might purchase the Electric Short line was quieted by the announcement that there have not been, nor are there at present any negotiations on for the purchase of that property.

Summer Work Commences.

It is announced from the office of the company that activity in development features of the line will commence this week. In addition to the $100,000 worth of new passenger cars ordered some months ago, the company recently purchased 21 freight cars to aid in handling its freight business.

Eighteen trains a day between Minneapolis and Northfield will comprise the service of the summer schedule which will go into effect next month.

Several contracting crews will at once commence work on the extension of the line from Northfield to Faribault and Owatonna. The line is graded to within three miles of Faribault and train operation into both Faribault and Owatonna is expected within a few months. For the convenience of its patrons, a light refreshment booth is now being erected on the company's property at Nicollet avenue and Fifty-fourth street.

In addition to the other improvements at Antlers Park, where a heavy patronage is anticipated for the coming summer, an electric light plant is being installed. The running time between the Dan Patch station and Antlers Park will be 40 minutes.

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Dan Patch Line Leases Great Western Tracks
Minneapolis Morning Tribune (1909-1922); Apr 24, 1912;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922
pg. 10

Dan Patch Line Leases Great Western Tracks

Electric Road to Use Right of Way From Northfield to Faribault.

Company Will Have Depot and Terminal Rights in Both Places.

Sixteen Trains Will Run Daily—Service Begins Soon.

President Savage of the Dan Patch line announced yesterday that the company had leased the use of the Great Western tracks between Northfield and Faribault and the depots and terminal facilities of the line at those stations. The company will start using the tracks soon and will run about 16 electric trains to Faribault. This will be, with the exception of two trains, the same service as now exists between Minneapolis and Northfield.

The grading and construction crews between Northfield and Faribault were discontinued April 20 and will be shifted to operations south of Faribault between there and Owatonna.

Officials of the road say that electric trains will be running into Owatonna from Minneapolis before fall. The distance between Northfield and Faribault is 13 miles and the distance between Faribault and Owatonna about 16 miles.

Mileage to Be Doubled.

The Dan Patch line at present operates 38 miles between Minneapolis and Northfield, and with the early entrance into Owatonna 29 miles more will be added, or nearly double its present mileage. It is also believed that work on the line from Owatonna to Rochester is contemplated for the early future.

Some months ago a new map of the Dan Patch line appeared showing it in early operation into Faribault, with dotted lines indicating proposed extensions to Owatonna, Rochester, Austin, Albert Lea, Waseca and Mankato. Offiicals say indications now point to the fact that electric train operations in the early future into not only Owatonna, but Rochester and Mankato, are assured.

The deal just closed with the Great Western railroad gives the Dan Patch line the use of a well seasoned road bed.

Dan Patch Line Traverses Country Wonderfully Rich in Farm Products
Minneapolis Morning Tribune (1909-1922); May 18, 1913;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. A1

Dan Patch Line Traverses Country Wonderfully Rich in Farm Products

Minneapolis Enjoying Benefits of Freight and Passenger Traffic From the Thriving Towns and Cities to the South.

A NEW suburban road as important now to the country south of Minneapolis as the Electric Short Line will be to the country west, is the Dan Patch Electric line, so named because its principal promoter was M. W. Savage, owner of the celebrated champion pacer, Dan Patch. The Dan Patch line, like the Luce line, is opening a rich territory, as yet not fully developed as a region contributory to the markets of Minneapolis.

Wonder of Electricity.

Electricity has been the wonder working power in the business world for the past decade; in truth, it has modernized the world, and nowhere has its power been more potent than in transformation of the methods of travel. Ten years ago the cities of the United States were widely separated; today they are knit into one common metropolis through the electric railway.

The Minneapolis, St. Paul, Rochester & Dubuque Electric Traction company will be one of the greatest business factors for southern Minnesota. It starts from the business center of Minneapolis, extending through the richest part of southern Minnesota; numerous branches are being contemplated and will eventually cover the territory. While at the present time the territory between Faribault and Minneapolis is being thoroughly developed, large farms are being divided into fruit, dairy and poultry farms, and they are now raising truck from land where previously was grown grain, thereby tripling the productive power of the land.

"The excellent market afforded by Minneapolis in the safeguard of farmers living along the Dan Patch Electric line. Market prices are adjusted daily and sometimes hourly. To be in a position to send products to the market within an hour's notice of a rise in price, or to withhold in case of a decline, is one of the greatest advantages offered by the Dan Patch Electric line to every community along its line.

Oxboro Heath.

Oxboro Heath, three and one-half miles from the city limits, made excellent developments last season. It has a new lumber yard, new coal yard, fine store, dwellings on small farms and a greenhouse for raising early vegetables and winter truck has also been completed and is in operation. The territory adjoining Oxboro Heath is rich in soil and is well adapted to trucking and dairying, and fine wagon roads in every direction make an ideal center for this popular community. This is a great source of revenue for the Dan Patch Electric line, and farmers for at least six miles on either side purchase their supply of coal, lumber and groceries at this point, and also market their supply from this depot.

Bloomington.

The next village is Bloomington, a thriving little settlement, increasing in population rapidly. Numerous farms have been divided into small tracts and sold to business men of Minneapolis who intend to make summer homes for themselves. A new coal, cement and lumber yard has been established at this point. The surrounding country is given up to market gardening and dairying. From this point the Dan Patch line hauls large quantities of milk to Minneapolis each day and this business is steadily increasing.

Bluff Park.

The next point is Bluff Park. This station is the furthest west of any point which the Dan Patch Electric line reaches before crossing the Minnesota river, and the territory on the west within a radius of ten miles is tributary to this station. This country is mostly used for growing seed corn and dairy products, a large amount of which is shipped over the Dan Patch line each day. This is also a point used for summer residences along the Minnesota river.

Minneapolis Auto Club.

The line also has a station at the Minneapolis Auto club, on the bluffs of the Minnesota river. There are numerous milk shipments from this point, and considerable passenger business. From this point the line descends into the Minnesota valley, one of the most extensive grades the line has to contend with. The maximum grade at this point is 1½ per cent. From here one can see for several miles up and down the beautiful Minnesota river valley.

Savage.

Crossing the river, Savage, destined to become a town of considerable size in the near future, is reached. At this point is located the only half mile covered track in the world, and a one mile open track. This mile track has a record of two minutes. In these stables are the champion harness horses of the world, including Dan Patch, 1:55, the champion of all champions, and other distinguished champions, 250 mares and colts, the champion harness team, Minor Heir and George Gano, team record 2:02. Adjoining this establishment is the noted spring, the water from which was formerly used by the Indians for medicinal purposes. The Tahwanee mineral springs are being developed and the water analyzes practically the same as that of the famous Carlsbad springs in Germany, and eventually a large spring house will be built and bottling plant established, the water shipped all over the country and hauled over the Dan Patch line. The town of Savage is prosperous; the surrounding country is beautiful; the intended improvements of the Minnesota river by the government will open many acres of fertile land, which up to this time have been unproductive on account of the spring floods.

Orchard Lake.

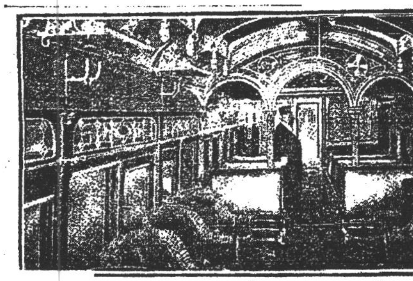
Next the line comes to the lake section, with its fertile valleys, Orchard Lake station being a very large shipping point for dairy products. Everything raised or bought there is shipped over the Dan Patch Electric line. Then comes a beautiful valley etxending comes a beautiful valley extending from Antlers Park, Minnesota's beauty spot, to Northfield.

Antlers Park.

Antlers Park, which is owned by the Dan Patch line, consists of 333 acres bordered on the south and west by beautiful Lake Marion. This tract has been cut into lots and small farms, and at the present time 175 lots have been sold for summer homes, numerous dwellings are now being constructed. Besides this, 40 acres have been reserved for a park and summer resort. During the past summer the road carried nearly 50,000 people to this point. Numerous improvements are being made, one of which is a bathhouse of 230 rooms, complete with every convenience of the Eastern shore resorts. The pavilion is being enlarged to accommodate the crowds which are anticipated this summer and numerous attractions are being planned.

Lakeville.

One mile from this point is Lakeville, a town of 500 inhabitants. They have a flour mill manufacturing 600 barrels of flour a day, the year around; banks, stores, a newspaper, three creameries, an elevator, lumber yards, and other industries. Lakeville is surrounded by a wide reach of fertile farms and is a desirable community.



INTERIOR VIEW OF ONE OF THE DAN PATCH MOTOR CARS.

The Dan Patch ships practically all of the produce out of and into this place, doing practically all of the passenger business, and the merchants of this town always have a kindly word to say for the Dan Patch line. This point is the junction of the Milwaukee road's Hastings cut-off and is the source of a large amount of passenger business.

Lakeville and Northfield.

The richest land on the Dan Patch line lies in th valley between Lakeville and Northfield for some 15 miles. This valley, settled principally by dairy farmers, consists of farms from 100 to 150 acres. The soil is black loam about two feet thick, one and one-half feet clay subsoil, and practically all prairie. Numerous towns are building between Lakeville and Northfield. At this time the road has 11 stations as accommodations for farmers; and in this territory where it has exclusive business, is shipped a great amount of milk, chickens, eggs, cereals of all kinds and fruit.

Northfield.

Northfield is a town of 6,000 inhabitants. It has numerous institutions of learning, consisting of two noted colleges, Carlton and St. Olaf.

The merchants are progressive and are practically shipping everything they handle over the Dan Patch line. The community around Northfield is wealthy, friendly to the Dan Patch line in every way, besides the merchants and bankers are stockholders in this company. They appreciate the advantages which the Dan Patch line is giving them. The line is getting about all of the passenger traffic to Northfield. In a great many instances people coming on other lines transferring at Minneapolis take advantage of the comfortable and quick service rendered by the Dan Patch line. The Odd Fellows' home is located at Northfield; also many manufacturing plants, mills and three banks. It is understood that the Dan Patch line has increased the value of property in Northfield materially.

$50,000 Steel Draw Bridge Across the Minnesota River at Savage, Minn.

Built and owned by the Dan Patch Electric Railroad. This photograph was taken at a time of very high water.

As to Freight.

On account of the quick, clean and frequent service of electric interurban roads they are particularly attractive to the traveler and one of the main sources of their income as a rule is from passenger traffic. The returns from the freight traffic is a variable quantity, depending upon the facilities that the particular road has for handling freight and the attention given the service.

Electric interurbans because of their low cost of operation have great possibilities before them in developing this field. Many of the older electric interurbans and many of the newly constructed ones as well have built their lines along the principal highways leading from one city to another, and over the main streets of cities and villages. They were compelled to obtain franchises from the various municipalities and the local authorities in the rural districts.

The citizens would not tolerate long, unsightly trains of freight cars loaded with merchandise, passing over and along their main thoroughfares. Particular care is taken to prohibit such traffic under penalty of the forfeiture of the franchise. Because of this many electric interurbans are denied a large income that might otherwise be theirs. Their freight traffic is limited to small bulk freight that can be handled in the baggage compartments of the passenger trains and in specially constructed baggage coaches whose capacity is much less than the standard freight car that is in use today on the Dan Patch line. The interurban electric road that has the facilities for and is not prohibited from carrying freight in bulk and in any form that it may be presented is certainly far in advance of the majority of the electric roads of the country.

Private Right of Way.

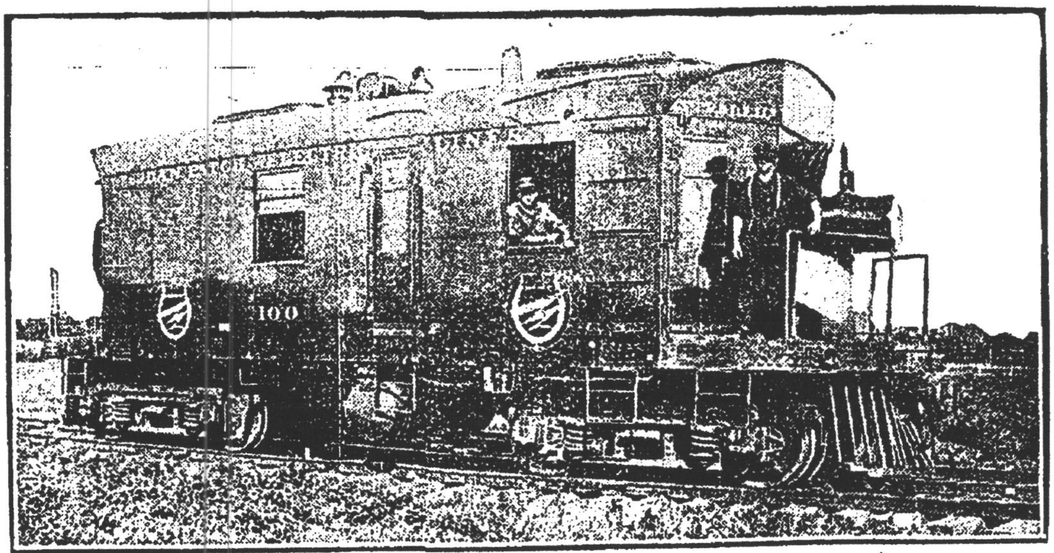
The Dan Patch line, operating as it does on a private right of way not only through the rural districts, towns and villages, but in the larger cities as well, is not dependent upon any franchise that might in any way cripple its operation and limit its earning capacity. It is consequently prepared to handle freight of any kind or quantity. The charter under which it operates is general in its terms, permitting the use of any motive power and any sort of equipment. Since operation began care has been taken carefully to handle and promptly deliver in good condition all freight and express offered whether in large or small bulk. No shipment has been too large for the company to handle and no article is too small to receive the same careful attention that the car load freight receiver.

New Gas-Electric Mule Busy Hauling Dan Patch Line Coaches From Minneapolis to...
Minneapolis Morning Tribune (1909-1922); Jul 20, 1913;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. D10

New Gas-Electric Mule Busy Hauling Dan Patch Line Coaches From Minneapolis to Antlers Park and Back to Town Again

First Machine of Its Kind Now in Service on Minneapolis Traction Road Silently Takes Its Burden of Freight or Passengers.

Grading Crews Making Dirt Fly to Build New Line From Heart of Minneapolis to Connection With Main Line at Minnesota River.



Dan Patch gas-electric locomotive in Minneapolis yard.

It is a queer looking "mule" that has been sliding quietly up and down the Dan Patch line since July 4. The big electric locomotives that will tow ships through the Panama canal are called "electric mules" and as they do the same sort of work that this Dan Patch machine does the Minneapolis machine might appropriately be termed a "gas-electric mule." This new machine has made so little noise since it came that few persons, excepting those who have traveled by the Dan Patch line, have been made aware of its presence. Yet it is here, hard at work moving 8 to 10 loaded passenger coaches at a time between Minneapolis and Antlers park, or a long line of loaded freight cars from Northfield to Savage, where the line connects with the Omaha rails.

This new engine should have been delivered a month earlier, but since it is the first one of its kind ever built, it took a little longer to get everything adjusted. But it is here now and is fast making a place for itself in the Dan Patch service.

Comes Under Own Power.

The new engine was brought to Minneapolis from Erie, Pa., where it was built by George O. Rourke, superintendent of motive power of the Dan Patch system. It left Erie Wednesday, July 2, at 9 p. m. and arrived at Savage Friday, July 4, at 3 p. m., or 42 hours from Erie. Time was lost at division points in awaiting running orders and taking on pilots, and in Chicago and other large terminals. The run from Erie to Chicago was over the Lake Shore and from Chicago to St. Paul over the Burlington. The run from Erie to La Crosse was made without having to stop for gasoline, and the entire run of about 900 miles was made on about 600 gallons. The run by steam locomotives would have required eight changes of engines.

The new engine arrived at Savage at 3 o'clock on the afternoon of July 4, and its arrival was not more opportune than that of Blucher's army at the battle of Waterloo. At 4 o'clock it went into service in hauling picnic crowds from Minneapolis to Antlers park, and it is still in service. Only Friday it skipped merrily along with a train of 20 cars, nine of them steel passenger coaches.

Some Engine Figures.

This new machine is about 40 feet long and 12 feet 8 inches high. Its drive wheels are 33 inches high and its double gas-electric engines develop 640 horsepower. Its normal capacity is 250 horsepower for each engine. It has an air compressor for the brake system and a dynamo with capacity for ten coaches. One man runs it, takes care of it and keeps it in order. Its two tanks hold 300 gallons of gasoline, the radiator holds 500 gallons, enough to last a month. With its gasoline tanks, radiators and oil reservoirs filled this machine could run 500 miles without stopping.

The weight of an average steam locomotive is 115 tons, this engine weighs 54 tons. Its wheel base is small, enabling it to make sharp curves easily and to put greater weight on its drivers. It is a double-ender and can be as easily handled from one end as the other. Moreover, there is room amidship for 10 to 15 tons of freight.

This new engine has already proved its value in handling big holiday or picnic crowds. Under the old system one traction car could haul one or two trailers besides its own load. This engine will walk away with as many trailers as need be hitched to it.

Headed for the River.

The Dan Patch managers have confined their construction this season largely to the Minneapolis terminals and connections. The business of the road has increased to such an extent that better terminals simply had to be provided, so crews have been working all summer from the Electric Short line, near Glenwood park, south to Brookside, on the Minnetonka line of the Twin City Rapid Transit company. Three steam shovel gangs are now working south of Brookside, heading straight for the Minnesota river, near the Automobile clubhouse at Bloomington ferry, and to a connection with the main line. This will give the Dan Patch two lines between Minneapolis and the Minnesota river, both serving surpassingly fertile and desirable trade territory for Minneapolis.

Ready for Bridge.

Foundations for the double track viaduct over the Great Northern and the Minneapolis & St. Louis tracks at the foot of Holden street are in and the Minneapolis Steel and Machinery company will build the bridge, letting both the Electric Short line and the Dan Patch into the heart of Minneapolis, across Seventh street from Central market.

The Dan Patch track will have no grade crossings from the Minneapolis terminal until after it leaves Brookside, with the exception of Penn avenue north, where the Great Northern track is crossed at grade. The Great Northern road, west of Cedar lake; the Minneapolis & St. Louis and the Milwaukee roads, near St. Louis Park, and the Minnetonka tracks at Brookside will be crossed on overhead tracks and all the highways will also be crossed above grade.

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Dan Patch Road Gets Lease of Great Western
Minneapolis Morning Tribune (1909-1922); Aug 3, 1913;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 1

Dan Patch Road Gets Lease of Great Western

Present Owners Transfer Mankato Branch to Traction System.

Deal Gives Minneapolis Practically 67 Miles of New Road.

Service From Northfield to Faribault Will Begin September 1.

Operation of Randolph-Mankato Line Will Commence April 1.

Crews Working Day and Night Building Connecting Tracks.

The Tribune announces this morning that Minneapolis has another railroad, tracks laid, stations built, wires strung, everything ready for business.

This new railroad is the branch of the Great Western from Randolph to Mankato, through Northfield, Faribault, Waterville, Elysian, and other goodly towns and villages, in as beautiful, fertile, and posperous country as lies out doors.

Road Virtually Bought.

This 67 miles of road has been leased, virtually bought, by the Dan Patch electric road, and its operation will be commenced as soon as arrangements can be made. A year and a half or more ago it was announced that the Dan Patch and the Great Western were in a dicker by which the former was to acquire running rights over the latter on some of its banches.

Time for Deal Necessary.

That option was not exercised at that time, for good reasons. The Great Western was just emerging from a receivership, and its managers scarcely knew what its future held in store. It was uncertain what the late J. Pierpont Morgan intended to do with it.

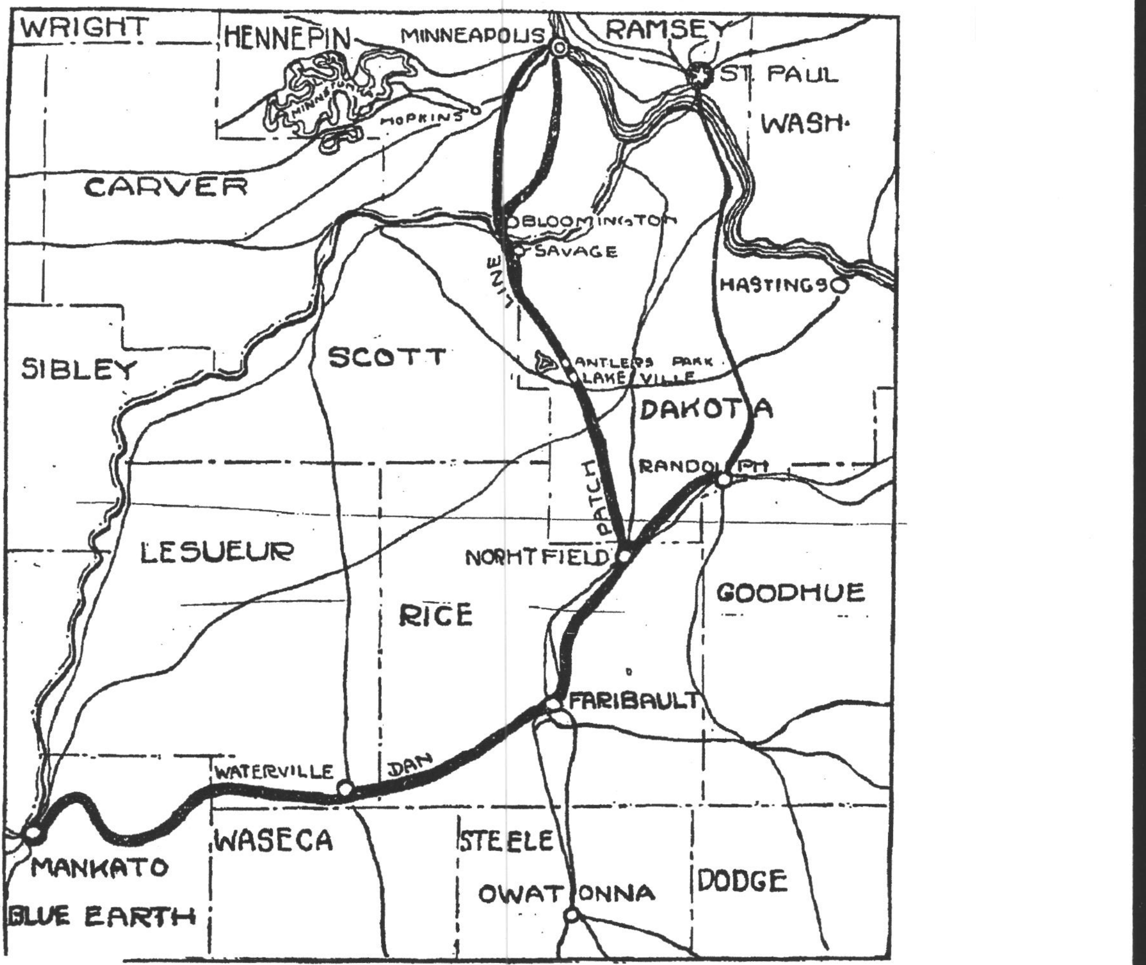
The Dan Patch road at that time was not prepared to push its service to an extent that practically meant more that doubling its mileage. It was not ready to buy the rolling stock and other equipment that such a deal would make imperative. Nor was that the least of its reasons. The company had no adequate Minneapolis terminals and a railroad 120 miles long, tapping a territory so productive of tonnage as that between Minneapolis and Mankato, could not hope to do itself or its customers justice unless its terminals were ample to care for the business after it was delivered in Minneapolis.

The matter, so far as the public was concerned, was allowed to drop after the first fanfare of the announcement. So far as people were aware, there was no deal on.

Working for Terminals.

But the Dan Patch is a road different from others. It is emphatically a peo-

(Continued on Page 9, Col. 3.)



Map of the Dan Patch Line and Its New Acquisition.

Dan Patch Road Gets Great Western Branch

(Continued from Page 1.)

ple's railroad. Its lines have been extended slowly, as capitalists, small and large, saw merit in the property as an investment and bought its stock. It has thousands of staunch friends who have confidence in the business heads back of it, and those friends bided their time.

The Dan Patch management made a deal with the Electric Short line, the Luce enterprise, for the joint use of its Minneapolis terminals, including the right-of-way from the western boundary of the city to the station site on West Seventh street. After that deal was in black and white, every ounce of energy of the Dan Patch management was directed to the building of a connection from the Dan Patch rails south of Minneapolis to the Short Line tracks at Glenwood park.

The company enlarged its original plan of building around the southwest corner of the city and, instead, ran a line south from Brookside, where it crosses the Minnetonka electric line, nearly straight to the Minnesota river near Bloomington Ferry. That will give the company two lines instead of one into Minneapolis. It will still have its connection with the street railway company tracks at Fifty-fourth street and Nicollet avenue, serving the rapidly developing territory south of Minneapolis, and a direct line from the Minnesota river to the terminals almost in the heart of the city. Work on that connection is being pushed rapidly and by Jan. 1, 1914, the company expects to be running its own cars into its own station in Minneapolis.

With the question of adequate terminals at the Minneapolis end of the road settled for all time, the company turned its attention to southern extensions. The option on the Great Western trackage was dusted off and taken up, and only a day or two ago was passed through the clinching process. The Dan Patch company now virtually owns the 67 miles of the Great Western from Randolph to Mankato.

Connecting Track Pushed.

Crews are working day and night a mile north of Northfield building a mile and a half of track to connect the Dan Patch line with the Great Western. This involves building a line over the Iowa and Minnesota track of the Milwaukee road, so as to avoid a grade crossing, and some other heavy construction. That work will be finished in a month, it is hoped, and by Sept. 1 the Dan Patch cars will be into Faribault, thirteen miles south of Northfield. The Dan Patch people are preparing to handle Faribault, Northfield and other crowds for the state fair the first week in September.

Service to Faribault will be all the company will undertake this fall, but by April 1, 1914, it is the intention to take over complete control of the Great Western line mentioned, and to put on the best Dan Patch service to Waterville, Elysian and Mankato, and the prosperous villages intervening. At the same time, the other end of the line, from Northfield to Randolph, will be operated by the Dan Patch. The Great Western will withdraw absolutely from that branch.

How Minneapolis Profits.

The importance of this deal to Minneapolis can scarcely be overstated. While it is true that Minneapolis has had a share in the business of this branch, under Great Western management, all the business to and from Mankato, Waterville, Faribault, Northfield and Randolph has first passed through St. Paul, and because of that advantage St. Paul has had first call on trade.

That condition will be reversed after this new lease is in full effect. In fact, Minneapolis will have a practical monopoly on everything on the line between Faribault and Mankato, for at the only point at which there is competition, Waterville, the Minneapolis & St. Louis road is also a Minneapolis line. It need not be said that Minneapolis jobbers and others will take full advantage of this improved service. The merchants of Northfield have long enjoyed the advantage of the handy traction express service. It means much for any retail merchant to be able to telephone his jobber in Minneapolis for anything he is short of and to have it laid down at his door the same day, or within a few hours. The merchants of Faribault and Waterville and Mankato will have this same advantage as soon as the Dan Patch service is extended to them.

Line Is Exclusive.

In the case of all these goodly cities, including Mankato, the advantage to Minneapolis will be in having this exclusive traction road, with a station every mile. The Omaha line, the Great Western, and the Milwaukee have connected the Twin Cities with Mankato. Only the latter has given what might be considered impartial service, and even it has been somewhat handicapped by transfer and consequent delay at Mendota. The other two have been considered St. Paul roads, first, most all of the freight and passengers having to be taken from Minneapolis to St. Paul, which in the case of passengers always means an extra half hour. The Rock Island also passes all Minneapolis business through St. Paul, with the inevetable delays.

The Dan Patch branch of the Great Western will avoid all this delay. Passengers from Mankato and intermediate cities and towns will come to Minneapolis direct, in fast and clean traction cars, avoiding delays and landing in the center of Minneapolis. It will be entirely possible for a Mankato business man to come to Minneapolis after breakfast, have two or three hours for business, and be home for dinner. It will be possible for residents of all those cities to come to Minneapolis for an evening concert or theater and be home almost as soon as Minneapolis people.

Facilities First Class.

The Dan Patch will have the use of the Great Western stations in all the cities, and will establish many more. All are well placed and commodious. It will enter those cities prepared to give first-class service from the start, and first-class service for those cities means that much more business for Minneapolis.

Faribault Delays Dan Patch Welcome
Minneapolis Morning Tribune (1909-1922); Aug 31, 1913;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. B2

Faribault Delays Dan Patch Welcome

City Too Busy With State Fair to Greet First Traction Car.

Regular Service Begins Monday Morning on Two-Hour Schedule.

Construction on Owatonna Extension to Be Commenced Forthwith.

Service to Faribault by the Dan Patch line will commence Monday morning. The first car will leave the Fifty-fourth street station, Minneapolis, at 7 o'clock and will reach Faribault at 9:10, using the Great Western passenger station at Northfield for the first time, and also using Great Western terminals at Faribault. The first car will leave Faribault at 6:40 a. m., and every two hours throughout the day thereafter.

The Faribault extension adds 13 miles to the Dan Patch system. The Great Western has two stations between Northfield and Faribault, Dundas and Bridgewater. The Dan Patch will serve these and will probably establish two others for the convenience of milk shippers and passengers. The Great Western time between Northfield and Faribault is about 45 minutes, and while the track is in joint use the Dan Patch will make the distance in the same time. After the road is turned over to the traction line next spring the time will be cut down.

Welcome Postponed.

The people of Faribault had planned to greet the first traction car with appropriate ceremonies, and a maker of fireworks had been told to prepare for the occasion at the expense of the commercial bodies of the city, but the notice came so suddenly, and right with state fair bustle, so the welcome was postponed to a less busy day.

State fair visitors from Faribault for the first time in the history of the city will come to the fair by way of Minneapolis, and they will come at a saving in time over the St. Paul route. Many of the passengers bound for the fair will transfer at Lake street and Nicollet avenue, and will go thence to the fair by way of the Selby-Lake and Snelling avenue cars.

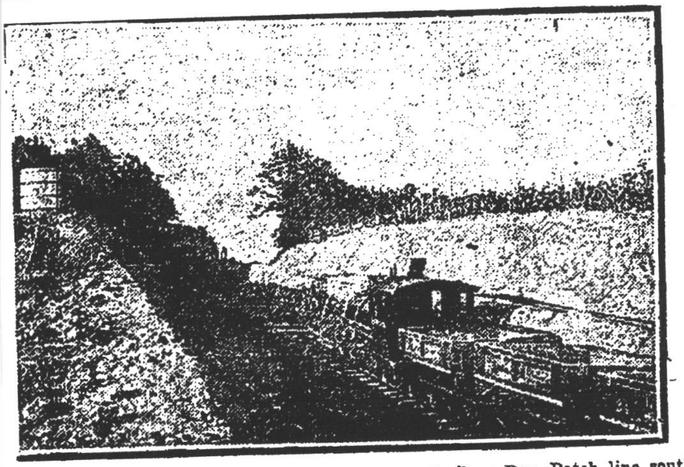
Odd Fellows Coming.

That the Dan Patch road is out for business is shown by the fact that Friday night, at a mass meeting of Northfield and Faribault Odd Fellows, the traction line was designated as the route for about 500 Odd Fellows and a band that will come to Minneapolis for the Sovereign Grand Lodge meetings to be held here Sept. 15 to 20.

On completion of the crossover track at Northfield, the construction gangs of the traction company will go to Faribault to begin grading for the extension to Owatonna. While much of the right of way has been obtained, the exact route has not been decided upon. It is believed, however, that the line will swing to the west to touch Deerfield, as there is a large scope of rich dairy country in that part of Steele county not now served by any railway. From Deerfield the way is comparatively short to Waseca, and the country is thick with creameries and cheese factories. Distance might be saved by using the Great Western rails to Warsaw, seven miles toward Mankato from Faribault, and thence building south to Deerfield. From Deerfield the distance to Owatonna and to Waseca is about equal. It is probable that Owatonna will be the next city reached by the building of new line.

Some Heavy Construction Grading Work Done to Let Traction Cars Into the City
Minneapolis Morning Tribune (1909-1922); Oct 5, 1913;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. C3

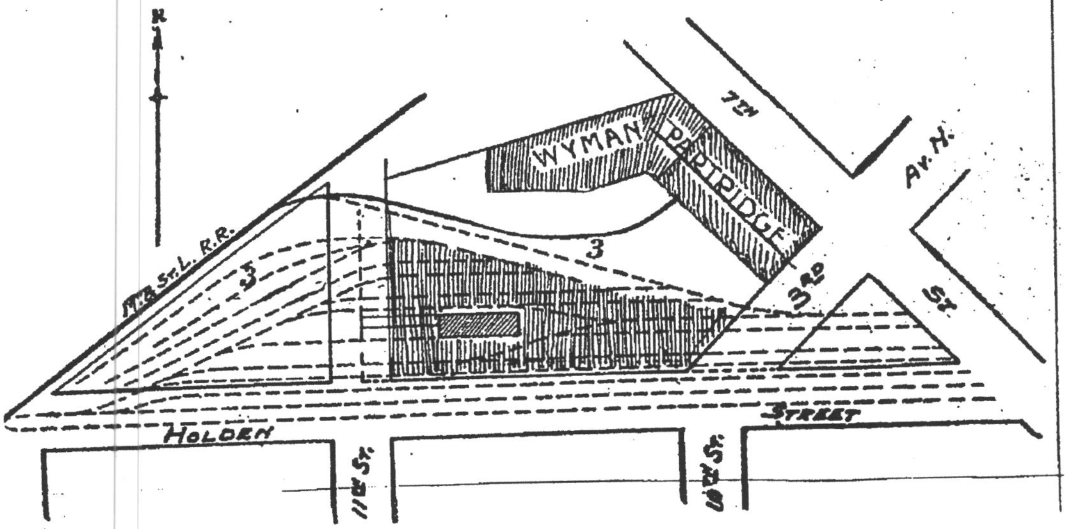
Some Heavy Construction Grading Work Done to Let Traction Cars Into the City



Contractor's train at work in cut in new cut-off on Dan Patch line south of Brookside. Before the end of the year trains will be running through here.

Where the Dan Patch Traction Line Purchased Land On Which to Handle Freight a...
Minneapolis Morning Tribune (1909-1922); Dec 21, 1913;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 4

Where the Dan Patch Traction Line Purchased Land On Which to Handle Freight and Store Its Carriers



Shaded Portion Shows the Land Just Bought for Traction Purposes.

Slowly but surely the question of traction terminals for Minneapolis is being worked out. It was James J. Hill who likened a railroad without terminals to a man's body without arms and legs. The traction situation in Minneapolis up to this time has been about as bad as that, as the Dan Patch road, reaching from Minneapolis to Faribault, had to deliver its freight at the southern limit of the city, or reconsign it to another road, and the Minneapolis and Northern, running between Minneapolis and Anoka, has to deliver its freight near the northern limit.

When the Luce interests acquired a private right of way from Glenwood park into the center of the city they were extraordinarily wise, and when the Dan Patch interests acquired an interest in those terminals and straightaway commenced building a connection, they were also forehanded.

It was soon seen, however, that the terminals along Holden street, ending at Seventh, would not long accommodate the traffic of the traction lines. Accordingly, M. W. Savage, for his associates of the Dan Patch line, purchased a few days ago from T. B. Walker a block of ground between Holden street and the Minneapolis and St. Louis right of way, and between Eleventh street and Third avenue north. This purchase rounds out the terminals the Dan Patch already controlled jointly with the Luce interests, and will probably be continuous with them.

The land just bought will afford tracks for 128 cars, enough, it is believed, to serve the business of the company for several years. It will also allow the Dan Patch to make physical connection with the Minneapolis and St. Louis road for the interchange of cars. It is likely, the new owners say, that in time a building will be erected for the housing of freight, and for administrative purposes. It is proposed to build the passenger station of the traction lines at Holden street and Seventh. This terminal will answer until business compels more commodious quarters.

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Electric Line Opens New Rich District
Minneapolis Morning Tribune (1909-1922); Jul 1, 1914;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 8

Electric Line Opens New Rich District

Dan Patch Service to Mankato Will Be Inaugurated This Morning.

Minneapolis Given Equal Chance for Business in Valuable Territory.

Fifty-seven Miles of Trackage Leased From Great Western Road.

Mankato and Minneapolis are the terminuls of the Dan Patch railroad this morning. At 6:15 a. m. the first traction car left what was the Great Western station in Mankato and arrived at the Fifty-fourth street station at 11:15. At 6:45 the first Mankato car left the Fifty-fourth street station in Minneapolis and will arrive at Mankato at 10:55. Regularly thereafter the two cities will be in communication direct.

This extension of the Dan Patch road has been foretold. The Dan Patch company has leased for 50 years that division of the Great Western road from Randolph, 33 miles south of St. Paul, to Mankato, 57 miles in all. The traction road connects with the Great Western at Simpson Orchard, about two and a half miles north of Northfield, and for several months has been operating over the Great Western rails from this junction to Faribault, nine miles south of Northfield.

Entire Line of Its Own.

The important fact of the arrangement that goes into effect this morning is that the traction line acquires the 34 miles of road between Faribault and Mankato, and the nine miles between Northfield and Randolph, and henceforth will operate the entire line as its own.

Minneapolis gets into Mankato, as it has gotten into Northfield and Faribault, without the necessity of going through St. Paul, or relaying at Mendota. Minneapolis gets what it never has had before, an equal chance at the business of the rich territory between Faribault and Mankato, and between Northfield and Randolph.

Freight equipment ordered by the Dan Patch company early in the year in anticipation of this enlargement of its territory is not yet delivered, so for the present some of the equipment of the Great Western will be used. The delay in constructing the short line from Bloomington Ferry to a connection with the electric short line at the western border of Minneapolis has also necessitated a temporary arrangement for handling the freight on the newly acquired line south. Until the Dan Patch road is in position to handle its own trains into the new terminal at Holden and Seventh street north, all freight originating south of Simpson Orchard, including Northfield, Faribault, Mankato and intervening stations will be hauled to Randolph and there delivered to the Great Western for delivery to Minneapolis and St. Paul.

Minneapolis freight billed to the same stations will be carried by the Great Western to Randolph and there turned over to the Dan Patch. Both the Dan Patch and the Great Western equipment will be used in handling freight until the new Dan Patch equipment is received and the traction rails are laid into Minneapolis.

It is the intention of the Dan Patch management to locate many more stations along the newly-acquired line. The road traverses a fine dairy country, and farmers and dairymen will be given every facility for transporting their milk and cream to Minneapolis. Stations and loading platforms will be located only a mile or two apart, and the traction cars will stop wherever there is milk or produce ready for shipment.

This Dan Patch extension also serves many resort towns. There are scores of beautiful lakes between Faribault and Mankato, and many families of Mankato and the other cities near have summer homes at these lakes. After the road has been put into condition for fast traction cars, the company will cater to the wants of resorters, outers, picnickers, fishermen, and all who can find pleasure and recreation along the line.

DAN PATCH ELECTRIC LINE

Now Operating Daily Trains Between

MINNEAPOLIS and MANKATO

Fast Palatial Electric Train Service

Between Minneapolis, Savage, Lakeville, Northfield, Faribault, Morristown, Waterville, Madison Lake, Mankato, Randolph and points between.

Leave Minneapolis at Nicollet Avenue and 54th Street.
Twin City Car Runs Right to our Station at 54th Street.

Leave Minneapolis	South Bound	Arrive Mankato	Leave Mankato	North Bound	Arrive Minneapolis
6:45 A. M.		10:55 A. M.	6:15 A. M.		11:15 A. M.
8:25 A. M.		12:40 P. M.	8:55 A. M.		12:45 P. M.
11:15 A. M.		3:15 P. M.	12:40 P. M.		4:30 P. M.
5:45 P. M.		9:20 P. M.	2:00 P. M.		6:10 P. M.
			4:40 P. M.		8:35 P. M.

The First Gas Electric Railroad, No Smoke, No Cinders. Splendid Steel Cars, 80 lb. Rails. Concrete and Steel Bridges and Culverts for Extra Safety.

Ship Freight and Express by the Dan Patch Electric Line and save time and money. Low rates for special cars.

City Ticket Office 617 Marquette Avenue
Phones—N. W. East 366; T.-S. Spruce 1988.

B. S. SMITH, Gen. Mgr., International Bldg., Minneapolis

MPLS TRIBUNE 7-4-1914

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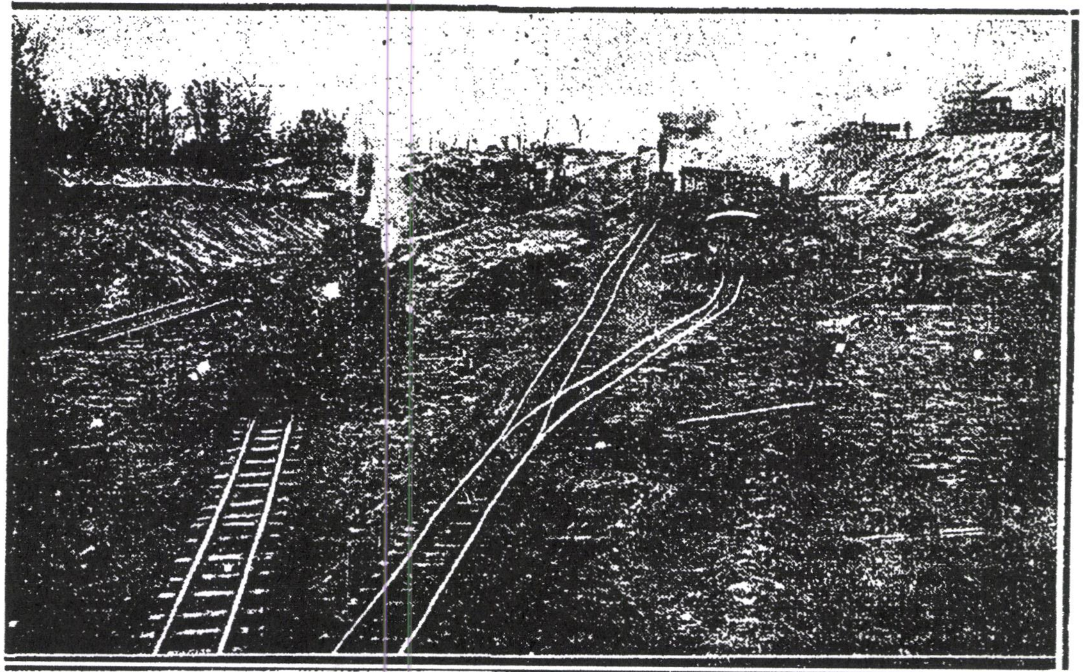
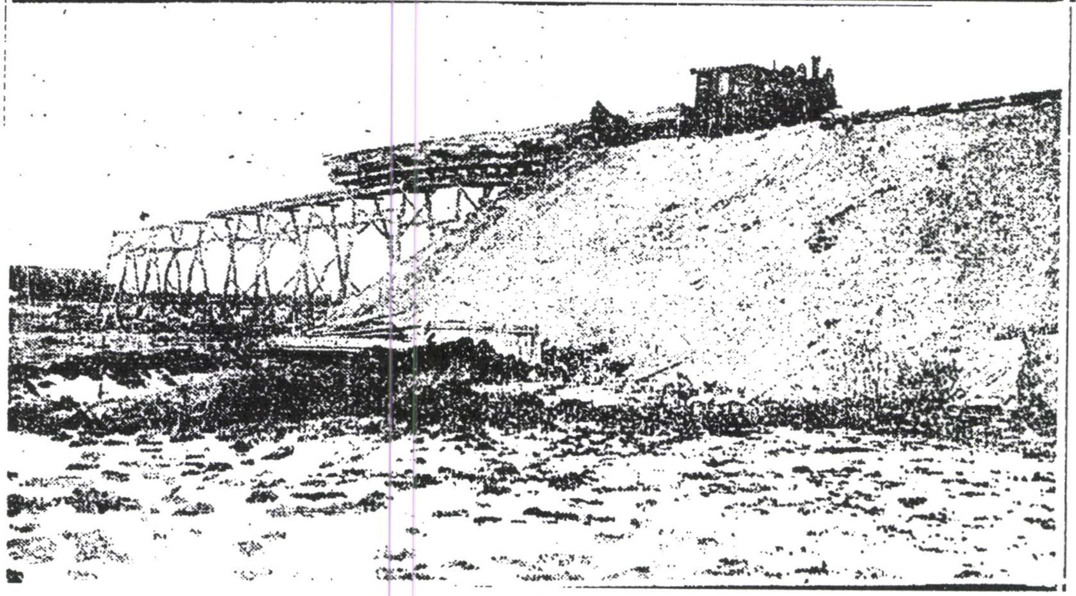
The Dan Patch Work Goes On All Winter; Pictures Show Progress Made in Track B...
Minneapolis Morning Tribune (1909-1922); Feb 22, 1914;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. C1

The Dan Patch Work Goes On All Winter; Pictures Show Progress Made in Track Building





Work on the right of way of the Dan Patch Electric line into the city has not been halted for a day.

"The public will be surprised to know that we have the grading fully three-fourths completed between Second avenue north and the clubhouse of the Minneapolis Automobile club," said M. W. Savage. "As was announced some time ago the track is laid from the downtown terminal to beyond the city limits. We are pushing the remainder of the construction work with all possible speed and with the coming of spring the track will be carried on to the junction point with our present line. Although there will be but a single track laid at the present time, the right of way has been graded so as to permit the double tracking of the road and this is the ultimate intention."

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17 Hurt in Collision of Car and Engine
Minneapolis Morning Tribune (1909-1922); Jul 9, 1914;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 1

17 Hurt in Collision of Car and Engine

Electric Motor and Steam Locomotive Crash Together at Faribault.

Three of the Dan Patch Line Passengers in the Accident Seriously Injured.

Seventeen persons were injured, three seriously, in a head-on collision at Faribault yesterday afternoon between a passenger motor and a freight train on the Dan Patch line. The injured:

Seriously Injured.

Charles Eberhart, 1188 East Seventh street, St. Paul; cut about face and internally injured; condition critical.

Frank Newcomber, motorman, Fifty-fourth street and Nicollet avenue, Minneapolis; head and face cut, internal injuries.

Adolf Brazie, Plainview, Minn.; face badly cut.

Slightly Injured.

H. R. Hauser, traveling salesman, H. K. Mulford Drug Co., Minneapolis; face cut.

Mrs. Frank Stirley, Fifty-fourth street and Lyndale avenue, Minneapolis; face cut.

John Luxem, 2538 Fifth avenue south, Minneapolis; leg hurt.

Joseph Bradbury, conductor of motor, Minneapolis; arm fractured, head cut.

Dr. Harvey Bachrach, Minneapolis; one rib broken, face and tongue cut.

W. E. Ross, 1188 East Seventh street, St. Paul; head cut.

Emma Huettner, Northfield; face cut.

Fred Albers, farmer near Northfield; head cut.

Mrs. Guy O. Miller, Faribault; head cut.

Mrs. Fred Seith, Northfield; back hurt.

Herbert Schirmacher, 8 years old, Faribault; slightly cut.

A. A. Culver, Mantonville; face cut.

Arthur Koenig, Sioux Falls, S. D.; slightly cut.

Son of Arthur Koenig; slightly hurt.

Every seat in the motor was torn loose; every window broken. The steel car got a big dent in its nose. The steam locomotive was badly battered, its tender crumpled up. That there were no deaths is considered directly attributable to the fact that the electric motor was all-steel. It did not leave the track. Neither did the locomotive nor any of the 20 freight cars behind it.

Cause Not Determined.

The collision occurred on a curve. Its cause is as yet unknown. The fireman and engineer of the freight both jumped, escaped injury and had not been seen up to midnight. Immediately upon the receipt of news of the wreck, John McNaught, superintendent of the Dan Patch line, wired a request to the state railroad and warehouse commission that it investigate to fix responsibility. The inquiry probably will begin this morning. Until the investigation, no statement of the cause of the wreck is forthcoming.

The passenger motor, No. 4, left Faribault at 2:25 p. m. It was running on a spur track that leads from the main line between Mankato and Minneapolis to downtown Faribault. The spur is a winding one. At Fourteenth street, about one and a half miles from the station, there is a sharp curve. The motor swung around it and the motorman saw the freight bearing down, only a few hundred feet away. It was only seconds till the crash.

A special car was sent out from the Faribault station and physicians responded to a call. The injured were put into the relief car and reached St. Luke's hospital within an hour after the accident.

The Seriously Injured.

Charles Eberhart of St. Paul is the only one whose recovery is not certain. He is hurt internally and the nature of his injuries was not determinable last night.

R. E. Wyer, secretary to M. W. Savage, president of the Dan Patch line, said last night that the accident occurred on a piece of road that was acquired only July 1 and then upon only two or three days' notice that the Dan Patch road was [illegible] operate it. All the train crews, he said, were necessarily unfamiliar with the track.

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Minneapolis Morning Tribune (1909-1922); Apr 30, 1914;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922
pg. 15

ONE HURT IN DAN PATCH SMASH

F. L. McCue at Asbury Hospital After Head-On Collision.

F. L. McCue, living at Fifty-fourth street and Nicollet avenue, is seriously injured at Asbury hospital as the result of a head-on collision of two trains on the Dan Patch air line just out of Lakeville yesterday afternoon.

Officials of the road declared two work trains came together but insisted that no one was injured. The railroad and warehouse commission is investigating the cause of the collision.

Besides McCue half a dozen other persons were slightly injured or badly shaken up. They were taken to their homes.

#100 AND #7

THERE ALSO WAS AN ACCIDENT AT BACHMAN DURING 1914
MRR&W COMM CHIEF ENGINEER'S CASE D-91

MPLS TRIBUNE 11-7-1914

The James E. White Company of New York has been retained by the owners of the Dan Patch Railroad Company to take charge of operating the road and to build the cut-off from the Minnesota River to the Seventh street terminals. Work on the cut-off will be carried to a speedy completion and M. W. Savage said yesterday that cars would be running over the new line by January 1.

Mr. Savage said control of ownership of the line had not been changed but that the White Company had been employed as efficiency experts to take charge of the operating department.

Winter Halts Railroad
Minneapolis Morning Tribune (1909-1922); Dec 6, 1914;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1
pg. 9

Winter Halts Railroad

Frozen Ground Keeps Dan Patch From Completing Cut-Off Into Terminal.

Not this winter but early next spring the Dan Patch traction railroad will lay steel on the cut-off from Bloomington Ferry, almost due north, to a connection with the Luce Line west of Glenwood Park. The connection with the Luce Line will give the Dan Patch entrance into Minneapolis and to the traction terminal on West Seventh and Holden Streets.

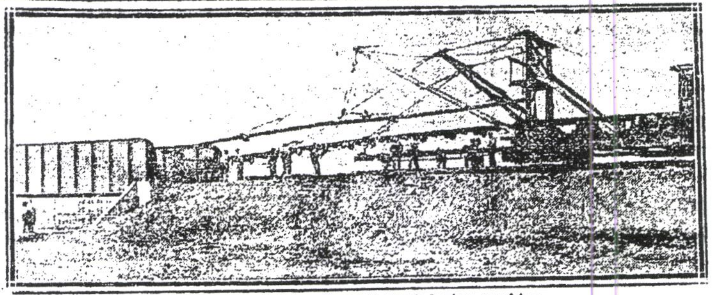
It was the intention to complete that section of main line this fall, but the deal under which the operation and management of the property was turned over to the James E. White Company was not completed in time to permit the completion of the work before cold weather set in.

It would have been easy enough to get the steel and to lay it on the fifteen miles of grade, which has been completed. But the road would have to be thoroughly ballasted before the consent of the State Railway and Warehouse Commission could be obtained for its operation, and with the ground frozen the work of ballasting would be most difficult. Rather than tie up so much money in steel that could not be used for several months, the managers decided to wait until spring and then make a quick job of it.

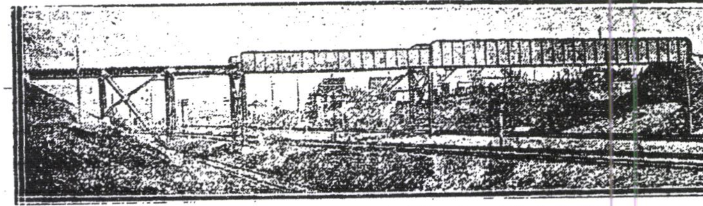
Office DEPOT

Dan Patch Cut-Off Gives City Service to Fast Growing Section
John A Arnold
Minneapolis Morning Tribune (1909-1922); Apr 25, 1915;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. A7

Dan Patch Cut-Off Gives City Service to Fast Growing Section



Laying Dan Patch rails with track-laying machine.



Where the Dan Patch line crosses the Milwaukee at St. Louis Park.

Minneapolis and Railroad Both Gainers by Completion of Line Into the Business Center.

By John A. Arnold.

The fact that the Dan Patch Traction Road is about to realize the long-cherished hope of its builders to run its trains into the heart of the city has been stated briefly. But the entry of this road into Minneapolis has a far deeper meaning than the laying of steel on fifteen miles of grade that has been ready for it for a year.

The completion of this fifteen miles of track between Bogen Green, which is the junction with the Electric Short Line a mile west of the city limits, and the Automobile Club's club house at Bloomington, on the bluffs of the Minnesota River, virtually gives Minneapolis another traction railroad, four miles west of the old Dan Patch Line terminating at Fifty-fourth Street. This new line will be a part of the old, but it will serve a part of Hennepin County that heretofore has not had traction service. It will traverse some of the finest farming land tributary to the city and will be so near Anderson and other pretty lakes that the opportunities for country homes will be vastly greater.

May 30 the Day.

M. W. Savage, president of the road, has fixed May 30 as the probable date for beginning operations over the new line with full service. The last steel was laid a day or two ago. Steel laying was started at the Bloomington end of the cut-off and progressed at the rate of about a mile a day with a track-laying machine.

The work of ballasting will be started at once. Five weeks have been allowed for that, enough to ballast every yard of track if the weather is favorable. While the ballasting is being done other odds and ends of the work will be finished, such as highway crossings, shelter stations and terminal buildings for passengers and freight. The latter will be only temporary as the intention is to build a substantial station at Holden and West Seventh Street for the use of the Dan Patch and the Luce Line, and other roads that may some day use that entrance into the city.

New Equipment Ordered.

The Dan Patch managers have ordered fifty-four new cars to add to the equipment. These include forty-five box cars, trailer passenger cars, combination mail and express cars, a baggage car and two gas-electric motor cars. This new equipment will place the company in a position to handle its regular and excursion business with ease.

The managers have not worked out the schedules for the changed terminals. It is intimated that all through trains will depart from and arrive at the West Seventh Street Station and that passengers who take the cars at the present station at Fifty-fourth Street will transfer to the through trains at the Bloomington Junction, and that passengers from the South, who can use the Fifty-fourth Street Station to better advantage than by coming into the city can transfer at Bloomington and come into the city as at present. It has been suggested, too, that the old line as far as Bloomington and the new cut-off may be separated as a loop line with frequent service. It is not the intention of the management to disappoint the many householders who have bought a few acres and built homes along the line south of Fifty-fourth Street by giving them a less satisfactory service than they have been enjoying, and it is the intention to encourage other householders to acquire homes along the new road. This can only be done by giving train service so convenient that men of moderate means can afford to live in the country and work in the city.

Competition With Trolley Road.

The new road crosses the Twin City-Minnetonka line at Brookside and from there into the city the Dan Patch will be a competitor of the older electric line. Again at St. Louis Park the Dan Patch will come into competition with the Twin City line. The new road may have an advantage over the old in running time, as it will have fewer stops, and after entering the city limits there will be no stops until the station at West Seventh is reached.

The three miles of the road inside the city limits, with the exception of a few blocks, have been double tracked. Negotiations are now underway with the City Council to obtain permission to double track the few blocks remaining.

Better Freight Service.

Freight and express will be received at and sent from the West Seventh Street Station. Heretofore part of it has been received at the Fifty-fourth Street Station, and that originating on the old Great Western road, operated under lease from Randolph to Mankato, has been turned over to the Great Western at Randolph, or routed from Minneapolis by way of Randolph. Shippers will have a vastly better, because quicker and more direct, service under the new arrangement.

Minneapolis gains vastly in service because of the completion of the cut-off. This gain will be especially valuable to those dealing in farm produce and fruits, for the Dan Patch will stop its trains just across the street from the Central Market. This gain will also be valuable to jobbers, who can serve customers in the towns along the traction line, including Northfield, Faribault, Waterville and Mankato; and the big retail stores will soon find more people from these goodly cities among their customers.

Enlarging Shopping Territory.

Minneapolis is a city of 350,000, and tributary to it, nearer to it than to the business center of their own city, are thousands of people who live in Merriam Park, Midway and St. Anthony Park. Yet Mr. Savage is so enthusiastic over the benefits of suburban traction service that he believes the city's shopping population will soon be doubled.

"This may sound like an extravagant statement," said Mr. Savage yesterday, "particularly to those not in touch with conditions in other cities. But those conditions bear out my statement. Indeed, the statement is really conservative if results are to be judged by what interurban roads have done for other cities. Take Indianapolis. Although that city is smaller than Minneapolis its trading population is much greater. Statistics show that the interurban roads carry from 9,000,000 to 10,000,000 passengers into that city in a year. Merchants of Indianapolis figure that the population has been increased at least 500,000 and that from a trading standpoint the city is fully equal to one of one million inhabitants."

Shops Go to Faribault.

But Minneapolis will lose the Dan Patch shops. The shops of the company are now about a mile south of the Fifty-fourth Street Station, which will be inconvenient after the cut-off is in operation. It is planned to remove the shops to Faribault, which is the center of the company's 100 miles of trackage and the logical point for a division.

Eventually the system will be extended to the south, either to Owatonna or to Waseca, or to both. Faribault capitalists are now talking of building a line to Waseca, which probably would be operated in connection with the Dan Patch. In any event, Faribault is destined to be a still more important traction center.

Dan Patch Lines Plan Downtown Terminals
Minneapolis Morning Tribune (1909-1922); Jun 26, 1915;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 17

Dan Patch Lines Plan Downtown Terminals

Will Erect Freight Station and Install All Accessories at Once.

Tract of Land Chosen Is at Third Avenue North and Eleventh Street.

Luce Line Arranges for the Use of This Improvement, by Joint Pact.

Minneapolis and Southern Minnesota soon will enjoy a substantial addition to their shipping and freight facilities as a result of the completion of plans by the Dan Patch lines for the immediate erection of a large freight terminal station with all necessary yards, trackage and platforms, on the tract of land bounded by Third avenue north, Eleventh street, Holden street and the Minneapolis and St. Louis railroad tracks, according to a statement yesterday by C. T. Chapman, traffic manager of the Dan Patch lines.

The Luce line, through a joint agreement, also will have the use of this terminal by the payment of a portion of the operating expenses and the fixed charges, on a modified wheelage basis.

Passenger Terminal Assured, too.

The two electric lines will also build at once a new passenger terminal on the triangle bounded by Holden and Seventh streets and Second avenue north. This tract adjoins the site of the Dan Patch property on which the new freight terminals will be erected. The whole will provide up-to-date facilities for the convenience of both passenger and freight patrons of these two lines.

The new passenger station, to be owned jointly, with platforms and approaches, will occupy the entire triangle, which is approximately 200 feet on each side. It is expected that contracts will be let within two or three weeks and the work will begin immediately. The building will be of fireproof construction and of pleasing architectural appearance.

Building Plans Under Way.

Work on the freight terminal is already under way. Almost a mile of track has been laid and much filling also has been done. Work began yesterday on plans for the buildings and it is expected that the contract for these will be let within a week or 10 days.

The office portion of the freight building will be of brick, two stories high, 56 by 32 feet in size. The remainder of the building will be of steel sheeting on steel frames and will be 24 by 100 feet, with 8-foot platforms on each side. There will also be a 20-foot platform extending from the end of the building 200 feet east to Eleventh street.

The freight yards will have six parallel tracks. There will be a concrete pavement for teams extending the entire distance from Third avenue north to Eleventh street. The yards will be more than two blocks long and will extend from Holden street back to the Minneapolis and St. Louis tracks, which will give a depth of from 140 to 180 feet. This valuable tract was purchased by the Dan Patch interests some time ago from T. B. Walker.

Use for Second Triangle.

The triangle of land between this tract and the approach to the Holden street bridge will also be used as an approach to the freight yards under a joint operating agreement.

These joint working agreements are between the Dan Patch line and the Electric Terminal company, a Luce corporation.

Dan Patch officials hope to be able to handle freight in and out of their new terminal within 30 days. It will mean a more direct line to many Minnesota points and will obviate the necessity of routing through St. Paul as is now done on much of the freight going to points which will be served by this new system.

UNION SUBURBS DEPOT COMPLETE NEXT M
Minneapolis Morning Tribune (1909-1922); Dec 5, 1915;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922
pg. B7

UNION SUBURBS DEPOT COMPLETE NEXT MARCH

Dan Patch and Luce Lines to Use Joint Terminal Here.

The new Union electric terminal station, to be used by the Luce and Dan Patch lines at Seventh street and Second avenue north will be ready for occupany March 1, 1916. The cost of construction of the station will be approximately $25,000. Plans were designed by Clarence J. Brown, architect. Construction work is being done by the T. and L. D. Libby company.

Large waiting rooms, a smoking room and ladies' rest room are part of the plans for the station proper. The corner of the building will be used for a drug store. Part of the building on Third avenue will be used for a baggage room. Inside the main waiting room will be a barber shop, dining room, cigar and newspaper stands as well as check rooms. The freight house already has been completed and is used temporarily as a passenger station.

The Electric Short Line Railway company finished laying rails last week to Silver Lake, Minn. Grading has been completed to Hutchinson. Train service to Hutchinson, on a schedule calling for ten trains a day, will begin within three weeks.

Minneapolis Morning Tribune (1909-1922); Jan 23, 1916;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. B2

DAN PATCH LINE TO DROP G. W. SPUR

With Abandonment of Mankato Branch, Northfield Will Be Southern Terminus.

MAY EXTEND IT LATER

Graded Right-of-Way Already Reaches to Within Short Distance of Faribault.

The Dan Patch line will give up its lease of the Randolph-Mankato branch of the Great Western railway at midnight January 31, M. H. Boutelle, attorney and secretary of the road announced last night, and Northfield will be made the southern terminus of the electric traction line.

May Be Extended Later.

Service later may be extended to Faribault, for the Dan Patch already has a right of way graded to within two or three miles of that city. The business men of Faribault raised a fund of about $20,000 last summer to be invested in Dan Patch line securities on condition that the company's railway shops be located in that city, but it was said last night that the change in plans would hardly enable the company to complete their line to Faribault by July 1 in time to meet the requirements of the Faribault proposal.

Steam Service to Be Resumed.

The Randolph-Mankato branch has been operated by the Dan Patch line for the last 19 months, using electric traction cars for passenger service. The Great Western's resumption of operations will mean the return to steam service on that line, for both passenger and freight traffic.

Minneapolis Morning Tribune (1909-1922); Jul 21, 1916;
ProQuest Historical Newspapers Minneapolis Tribune (1867-19
pg. 6

"Dan Patch" Line in Receiver's Hand to Protect Owners

Investigation of Resources and Liabilities Is Started.

C. F. BRATNOBER IS APPOINTED BY COURT

Bondholders Organize Protective Committee to Guard Interests.

C. P. Bratnober, appointed yesterday as receiver for the Minneapolis, St. Paul, Rochester and Duluth Electric Traction company, commonly known as the "Dan Patch" line, has begun an investigation of the company's liabilities and resources.

It will require a week or ten days to complete this investigation says Mr. Bratnober. Until this report has been made and passed on by the court no plans regarding future action for the road can be attempted.

Mr. Bratnober was appointed yesterday by Judge Booth, in the United States district court, who granted an application for an equitable receivership of the road. The action, it is said, coming as it did just eight days after the death of M. W. Savage, founder of the line and president and treasurer of the company, was taken because of the large number of interested parties connected with the road and the fact that there was no one in a position to succeed Mr. Savage in handling the road.

Bondholders Organize.

Bondholders are understood to have formed a protective committee with C. T. Jaffray, vice president of the First
d Security National bank, as chair-
abo Steps have been taken, according
r. Boutelle, to organize a stock-
aggr protective committee and a
the memb ll be held soon to start pre-
000. reorganization. Mr. Bou-
Each memb for the railroad and
association to a
per cent of the imated the valuation
borrow. This sto including actual in-
holds in trust as sec neapolis terminal,
ber's individual loan. nd the outstand-
in turn, when applying t $1,300,000. He
the bank, must subscrib 00 outstanding
the bank to an amount e pitalization of
per cent of the sum it red stock.
tain for its members. T lectric.
held in trust by the bank based on a
for the loan it makes thro are held by
sociation. If a prospective bo mpany of
no money with which to p G. White
association stock, he may d Minneapo-
price of th stock as a to be about
loan on his farm land. scattered.
Under this plan, then, was negotiat-
ower must be a stockholde arrangements
association, and every a nent of the
stockholder in its district . J. G. White
stockholder in an associat an auxiliary
for the acts of that asso gineering cor-
twice the amount of his explained yes-
ration handled

Conditions Und a year, but that
had remained with

Loans May his associates.

The "Dan Patch" line, named after Mr. Savage's famous horse, was begun in 1907. It has 68 miles of trackage, mostly single track, on private right of way. In August, 1918, it leased the branch of the Chicago Great Western road from Randolph junction to Mankato, running through Northfield and Faribault. It operated this leased branch 19 months, discontinuing operation February 1 last and relinquishing the lease.

"Operation of the leased line caused heavy losses," Mr. Boutelle explained, "and was largely responsible for the present difficulties. In addition, the road incurred heavy expenses in completing the downtown Minneapolis terminal, in which it was associated with the Electric Short line, and in building the new cutoff from Auto Club junction to Glenwood park."

Officers of Road.

W. J. Morris of Minneapolis and C. N. Boyton of St. Paul are vice presidents of the "Dan Patch" and Mr. Boutelle is secretary.

Friends close to the late Mr. Savage said yesterday that his concern for the welfare of the road and the interests of investors in it had no little to do with causing the physical collapse that ended in his death. They called attention to his optimistic temperament, his faculty of viewing things in big ways, and declared it was his firm conviction that the road would overcome its difficulties and become the success which he planned.

It was asserted yesterday that M. W. Savage's efforts to save the road had not only cost him his life, but in the two years preceding his death he had deposited collateral and put up personal holdings amounting to more than $400,000 to protect the road.

It was added that Mr. Savage's interest in the railroad was in no way connected with other companies in which he had been active.

... Buyers Appear at Attempted Sale of Dan Patch
Minneapolis Morning Tribune (1909-1922); Jun 29, 1917;
ProQuest Historical Newspapers Minneapolis Tribune (1867-19
pg. 8

lo Buyers Appear at Attempted Sale of Dan Patch Line

roperty May Be Dismantled and Equipment Sold as Junk.

OMPANY OPERATING AT PRESENT AT LOSS

tockholders Are Expected to Lose Everything They Put In.

The Dan Patch line may be scrapped
id sold for junk.

This became apparent yesterday when
e road went begging. It was put up
auction by Howard S. Abbott, mas-
r in chancery. No one made a bid.
imors that Eastern interests would
d for the road proved unfounded.

Mr. Abbott immediately compiled a
port to the federal court stating that
ere were no bids and asking for
rther instructions.

There are two alternatives. The
urt can order another sale or it can
der that the road be liquidated. The
tter would mean dismantling and
le of the equipment and tracks.

Promoted by Savage.

It would mean the passing into his-
ry of a project which at one time
gured well for territory between
inneapolis and Northfield and Fari-
ult. The late M. W. Savage was
e prime mover in the project.

C. T. Jaffray, chairman of the bond-
lders' committee, the interests hav-
g the first lien on the property, ex-
essed disappointment over the failure
get bids.

"We had hoped that someone would
ant the road," he said. "Apparent-
no one was interested for the
imored bids failed to materialize.
he court can, of course, continue the
ceivership for a time and order re-
lvertising for bids.

Road Losing Money.

"That cannot be kept up indefinit-
, however, for the road is losing
oney every day that it operates.

"The court may, of course, order
nmediate liquidation. That will
ean dismantling the property. That
likely to happen."

The stockholders who invested in
an Patch stock are "out in the
old." The bondholders, having the
irst lien on the property, will absorb
ractically all that is realized through
he sale of the property as "junk,"
n the event that is done. So long as
he road continues to operate and is
nder the jurisdiction of the court,
he stockholders still have their equity.
n the end, however, authorities agree
hat the investors — and there are
housands of them, it is said—will lose
hatever money they invested.

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C. E. Warner Receiver of Dan Patch Line
Minneapolis Morning Tribune (1909-1922); Nov 1, 1917;
ProQuest Historical Newspapers Minneapolis Tribune (1867-19
pg. 13

C. E. Warner Receiver of Dan Patch Line

Appointment of Successor to C. P. Bratnober Confirmed by Judge Booth.

Charles P. Bratnober has resigned as receiver of the Dan Patch line and is succeeded by C. E. Warner, the appointment being confirmed yesterday by Judge Wilbur F. Booth, before whom all the receivership proceedings have been heard. In the final fiscal account presented by Mr. Bratnober a total sum of $170,049.09 is shown as being on deposit at seven different banks, with an additional $90,780.53 due from sales of rolling stock and other physical properties.

Mr. Bratnober has been anxious for some time to be relieved of his duties as receiver and announced yesterday he had "completed the work he had been appointed to do and now felt that the rest of the work should be handled by someone who could devote more time to the affairs of the road."

The sum of $6,000 was asked and allowed as compensation to Mr. Bratnober for his receivership since July. A bond of $50,000 was supplied by Mr. Warner and was signed by Mr. Bratnober.

Plans are under way by the Patrons' Protective association and by the Civic & Commerce committee to rehabilitate the road and continue its operation as a going corporation, it was announced.

The new receiver has been acting as the attorney for the receiver and as operating manager ever since the road was thrown into the receivership last July.

Under the ruling of the court the date for the sale of the road has been advanced to December 18. At that time, or before, it is hoped by the new receiver that some adequate plan will have been evolved by the two committees now working which will remove the road from the hamperings of a receivership.

Revived Dan Patch Project Indorsed by C. & C. Body
Minneapolis Morning Tribune (1909-1922); Jun 6, 1918;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 12

Revived Dan Patch Project Indorsed by C. & C. Body

Directors Adopt Report Favoring Operation of Line by Citizens.

Would Form Corporation for Purchase From Bondholders.

Rehabilitation of the defunct Dan Patch Electric line is strongly urged by the Civic & Commerce association whose board of directors yesterday adopted a report of the association's Dan Patch committee, recommending that members of the association and citizens of Minneapolis help purchase the road from the bondholders.

There is to be an offering of new stock which the association indorses on certain conditions among which are:

1—That a committee of management consisting of certain members of the Dan Patch Patrons Protective association, who have already negotiated for the purchase of the road from the bondholders, be appointed by President Langdon of the Civic & Commerce association to complete the proper organization and operation of the line.

2—That a railway corporation be formed with an authorized capital stock of at least $500,000 without stockholders liability.

3—That the contract of purchase already negotiated with the bondholders be turned over to the corporation.

4—That the authority of the State Securities commission and the Capital Issues committee be obtained for the issuance of the stock.

The members of the Dan Patch committee are Walter Eggleston, chairman; Charles S. Gold, W. L. Harris, N. F. Hawley, Willard J. Hield, W. B. Jordon, Fred W. Lyman, H. L. Moore, Robert F. Peck, H. L. Robinson, James D. Shearer and S. R. Van Sant.

Own Most of Right of Way.

The Dan Patch line, or the Minneapolis, St. Paul, Rochester & Dubuque Electric Traction company, the correct title, consists of 38 miles of single track railway extending from Fifty-fourth street in Minneapolis to Northfield and 14 miles of railway from the Auto club junction to the Luce line junction. The railroad has in the main its own right of way.

There is at present outstanding a first mortgage against the company securing collateral notes for $750,000, upon which interest for nearly $100,000 has accumulated. In proceedings to foreclose this mortgage the receiver has paid the bondholders $125,000 and has in his hands nearly $70,000 more for payment to them and expects about $40,000 more from the sale of certain box cars. But there will be left due on the first mortgage about $525,000 with accumulated interest of nearly $100,000, making a total due upon the bonds of more than $600,000. The cutoff from the Auto club junction to the Luce Line junction has been sold for $100,000, but the sale has not been confirmed.

Report of Committee.

The report in part says:

"Your committee finds that a committee representing the holders of the bonds of collateral notes, of which committee C. T. Jaffray is chairman, has by written contract agreed to sell the notes carrying all the property, including the so-called cut-off to a committee consisting of H. A. Whittier of Northfield and others hereinafter mentioned, for the aggregate sum of $225,000, upon which the purchasing committee has paid the sum of $50,000 and that there remains to be paid the sum of $175,000 on or before July 11.

"Your committee is reliably informed that this line and its equipment was constructed and purchased at a cost considerably exceeding $3,000,000; that its equipment and rails and other removable material could today be sold at a sum exceeding the purchase price of $225,000 and that with proper management even under present adverse circumstances the road could be made to pay operating expenses and in normal times to pay a reasonable income upon a much larger sum than the present purchase price.

Must Continue Operation.

"Your committee is of the opinion that under no circumstances should the people of Minneapolis permit the road to cease continuous operation: that it is of very great value to Minneapolis as a commercial and manufacturing center; that it serves a legitimate demand of patrons along its line; that its usefulness in the future can be greatly increased not only directly to this city, but also as a connection between Minneapolis and such communities as Northfield, Faribault, Zumbrota, Owatonna and Rochester; and that southern Minnesota may thus be brought in direct business and personal relation with this city that ultimately the railway may become an important belt line by which freight from the north and the south and east and vice versa may be handled without the delay and expense of passing through the Minnesota Transfer and St. Paul. Your committee regards the purchase and operation of this line as one of the most important business propositions that has come before the citizens of Minneapolis and that our failure to take advantage of this opportunity would be a very serious mistake far-reaching in its result. That the facts disclosed show that this is the necessary and critical time for action and that the road being about to pass through its reorganization period offers the most opportune time for investment.

"Your committee also reports that the purchasers from the bondholders under the above mentioned contract state that although they are willing to contribute additional sums toward the raising of the $175,000 needed to complete the purchase of the line, it will be necessary, and it is wise that the larger portion of the purchase price be raised by other persons interested in the welfare of Minneapolis and these purchasers offer to share the property upon exactly the same terms as those under which they made the contract of purchase.

Purchase recommended.

"Your committee therefore recommends that the Minneapolis Civic & Commerce association through its board of directors without delay indorse the project and recommend to its members and to citizens of Minneapolis the purchase and operation of the system by means of the purchase of the collateral notes mentioned under said contract upon the conditions hereinafter suggested and that a public meeting of the members of the Civic & Commerce association be held for the purpose of explaining the situation, the necessity for immediate action and the offering of an opportunity for the taking shares in the purchase.

"Your committee recommends that such indorsement be upon the following conditions, among others, namely:

"That a committee of management be appointed, consisting of H. A. Whittier of Northfield, W. F. Roche of Lakeville, R. H. Benham of Orchard Gardens, John B. Irwin of Richfield and W. L. Harris of Minneapolis, who have heretofore acted as a committee and have negotiated the contract of purchase already made, and in addition thereto the following gentlemen, namely, W. O. Winston and Julius Rosholt and three other residents of Minneapolis, to be appointed by the president of this association, who shall select their own chairman and in whose charge shall be reposed the consummation of the purchase and the completion of a proper organization for the operation of the line.

Capital of at Least $500,000.

"That a railway corporation be formed with an authorized capital stock of at least $500,000, without stockholders' liability.

"That the above mentioned contract of purchase be turned over to such corporation for the amount agreed to be paid for said system, including equipment, without any bonus of any kind, but subject only to necessary, reasonable and actual expenses, including attorneys' fees incurred or to be incurred for negotiating the purchase, organizing the corporation and transferring the properties.

"That an endeavor be at once made to relieve the franchise used by the so-called cut-off through St. Louis Park from the objectionable and burdensome features thereof.

"That the purchase prices to be paid for certain rights-of-way now occupied by the railway but not paid for, be agreed upon between the owners of the land and the committee of management before subscriptions for stock be taken.

"That all subscriptions for stock be conditioned upon a sufficient amount being subscribed to pay the remaining consideration of $175,000 for said properties and at least $25,000 additional before the expiration of the option of purchase.

"Your committee further recommends that authority of the State Securities commission of the state of Minnesota for the transaction and the issuance of said stock be procured and that approval of the capital issues committee be obtained at the earliest moment possible.

"Your committee also recommends that the fullest opportunity be given to those who have heretofore invested in the stock of the Dan Patch line to subscribe for stock in the proposed corporation in order that they may have as fair chance as possible to recoup losses they have heretofore suffered."

Plans to Reorganize Dan Patch Given O. K.
Minneapolis Morning Tribune (1909-1922); Jun 29, 1918;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1
pg. 8

Plans to Reorganize Dan Patch Given O. K.

Subscriptions to $250,000 Fund to Pay Bondholders to Begin Today.

Bankers and Contractors at the C. & C. Meeting Predict Success for New Corporation.

Unqualified indorsement of the plans for the reorganization of the Dan Patch line into a new corporation to be known as the Minneapolis, Northfield and Southern railway, was given by bankers and railroad contractors at a Civic & Commerce association meeting at the Hotel Dyckman yesterday.

The project involves the raising of $250,000 to acquire title to the property from the bondholders. Wrecking firms have offered to pay as much as $400,000 for the rails, and speakers at the meeting were unanimous in the opinion that the purchase of the road, followed by reorganization, will result in ultimate successful and profitable operation of the property.

Rehabilitation of the Dan Patch line, it was said, will open up for the Minneapolis market a vast territory south of the city which heretofore has had no direct access by railroad to this city. Farm products, milk and cream, and cattle can be brought to the city, it was pointed out, and the routing of freight over the line will relieve congestion on the Minnesota Transfer.

Subscriptions Begin Today.

So impressed with the new project were a group of Minneapolis financial men who attended the meeting that today they will subscribe to the new fund in amounts ranging from $5,000 to $20,000. The sum must be raised by July 11, when a final payment is to be made to bondholders.

C. T. Jaffray, representative of the road's bondholders, came out yesterday with a strong indorsement for the rehabilitation plans.

Walter Eggleston, chairman of the association's Dan Patch committee, which recently presented a report to the board of directors, later adopted, and which outlined the organization plans, presided at the gathering.

Road's History Reviewed.

A brief history of the road, including a review of the bankruptcy proceedings and court action leading up to the negotiations with the bondholders, was given by Harlan P. Roberts, counsel for the Dan Patch Patrons' Protective association, made up of property owners along the route.

H. A. Whittier, railroad contractor of Northfield, who is to be vice president and general manager of the new company organized under the laws of South Dakota, said that the proposition is now down to a sane basis and that it can be made a paying proposition.

"I want to express my hearty indorsement of the program," said W. O. Winston, Minneapolis railroad contractor, who has come to the support of the new company. "I am most sure that money directed to this enterprise will prove a profitable investment."

James H. Ellison, vice president of the Winston-Dear company, who is slated to become president of the new railroad company, said that the road would ultimately prove a profitable investment.

Seventy business men of Northfield came to Minneapolis in a special train over the Dan Patch line yesterday to attend the reorganization meeting. Dr. D. J. Cowling, president of Carleton college, spokesman for the Northfield delegation, said that the reorganization is a Minneapolis proposition, and assured the business men that citizens of Northfield will give its fullest support to the new road.

Guests were given a map of the route of the railroad, as it runs through Hennepin and Dakota counties to Northfield in Rice county. Other railroad routes given on the map show that the territory lying south and adjacent to Minneapolis is served otherwise only by roads which enter St. Paul. Proposed extensions to Waseca in Waseca county, Owatonna in Steele county and Rochester in Olmstead county are also shown. The right of way between Northfield and Faribault is already partially graded.

Subscription List for Dan Patch Line Opened
Minneapolis Morning Tribune (1909-1922); Jul 2, 1918;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1
pg. 9

Subscription List for Dan Patch Line Opened

The New England building, 502 Marquette avenue, will be headquarters for the Minneapolis, Northfield and Southern railway, which is the new name of the old Dan Patch Electric line. It was decided yesterday to open the subscription list to the public.

The original committee of the Patron's association, of which H. A. Whittier of Northfield is chairman, and R. H. Benham of Orchard Gardens, is secretary, is working with John B. Irwin of Richfield and W. L. Roche of Lakeville on further subscriptions which will be used for working capital in operating the line.

Mr. Benham said subscriptions are already beginning to come in satisfactorily.

$25,000 Needed to Save Dan Patch Line
Minneapolis Morning Tribune (1909-1922); Jul 11, 1918;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 5

$25,000 Needed to Save Dan Patch Line

Payment of $175,000 to Bondholders Due Today—Extension Sought If Necessary.

Title to Road Will Formally Pass Into Hands of New Corporation Today.

The title of the Dan Patch line will pass into the hands of a new corporation. the Minneapolis, Northfield & Southern Railway company, today when a group of men behind the enterprise will make a final payment on the road to the bondholders. A payment of $175,000 is due today. James H. Ellison is slated for the presidency of the new corporation.

The "reorganization committee" of the road met at noon yesterday at the Minneapolis club, and plans were made for continuation of the solicitation.

Those Attending Meeting.

Among those attending the meeting were T. B. Walker, George D. Dayton, Cavour S. Langdon, president of Minneapolis Civic & Commerce association; John Leslie, E. J. Phelps, C. C. Weber, C. Grimsrud, E. L. Moore, George F. Orde, Gilbert Walker, A. D. Walker, Frank S. Gold, Charles S. Gold, and many others representing the wholesale and retail interests of Minneapolis. Subscriptions aggregating over $100,000 were reported at the meeting and every man present expressed a determination that the balance should be raised for the preservation of the line. A total of $50,000 was subscribed and paid May 11. With this showing an attempt will be made today to obtain a few days' extension from the bondholders in which to complete the canvass for subscriptions sufficient to properly finance the road.

W. O. Winston, who presided at the meeting, expressed satisfaction with the progress made and said he hoped the bondholders could be prevailed upon to grant sufficient time to complete the fund. A. M. Sheldon presented figures from Receiver Warner showing that the line is now operating at a profit.

Commended As Investment.

Walter A. Eggleston, who has been one of the most enthusiastic workers with the reorganization of the Dan Patch line, says he is convinced this is an opportunity for investment that should appeal to many of the citizens of Minneapolis, not only because it will benefit them, but because it will be of so much value and importance in creating larger opportunities for business in the southern part of the state. Mr. Eggleston says that while most of the business men of Minneapolis have subscribed, there are many others who should not hesitate to take stock for comparatively small amounts. It is felt by the committee, Mr. Eggleston says, that subscriptions in amounts even as small as $100 would be acceptable.

The committee is receiving assistance from members of the Civic & Commerce association, Retailers' association, and others, in obtaining the final subscriptions.

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Dan Patch Line Gone; Now-Under New Name
Minneapolis Morning Tribune (1909-1922); Jul 30, 1918;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 5

Dan Patch Line Gone; Now-Under New Name

Property Bought In at Auction by Business Interests for $350,000.

The old Dan Patch line is no more. In its place there is now the Minneapolis, Northfield and Southern railway.

The Dan Patch passed into history yesterday when a few man gathered at the Fourth street entrance of the courthouse and went through the formalities of auctioning the road to the highest bidder.

The highest bidder was the only bidder, and Howard Abbott, master in chancery, declared the sale closed when $350,000 was offered by Harlan P. Roberts, acting on behalf of the new company.

Actual Cost Is $225,000.

Although the sale price was fixed at $350,000, the actual cost of acquiring the road is just $225,000, the amount orginally agreed to, according to R. H. Denham, representing the stockholders.

In purchasing the $750,000 worth of outstanding bonds a discount of 40 cents on the dollar was allowed by the bondholders. That brought the amount down to $450,000. Accounts receivable and cash on hand brought the amount down one-half of that amount to $225,000.

In paying the $350,000 for the road, bonds are being used in payment, according to Mr. Denham.

The amount of the sale price was recently fixed in a decree by the United States district court.

Legal Difficulties Ended.

The action yesterday ends a long series of legal and financial difficulties which the old Dan Patch line faced. For a time it looked is if the bondholders would be forced to have the entire line scrapped and the equipment sold.

Minneapolis and Southern Minnesota business interests stepped in and saved the property.

Plans now are being made for more efficient operation of the property.

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Office DEPOT®

Northfield Southern' Opens City Terminal
Minneapolis Morning Tribune (1909-1922); Nov 17, 1918;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 7

'Northfield Southern' Opens City Terminal

Quick Freight Service Will Operate From Seventh Street Beginning Tomorrow.

Passenger Trains to Begin Using Downtown Station Next Week.

Freight trains on the Minneapolis, Northfield and Southern railway, formerly the "Dan Patch" line, will start operating tomorrow out of the Electric Terminal station, Seventh street and Second avenue north. A week from tomorrow a regular passenger schedule will be inaugurated.

A contract between the "Northfield Southern," and the Electric Short Line railway, known as the Luce lines, was closed yesterday. The agreement gives the "Northfield Southern" a right of way over the Luce line tracks from the Luce line junction to the Seventh street terminal.

With the operation of these trains right into the wholesale center of the city a vast amount of trade territory lying between Minneapolis and Northfield, not otherwise served by railroad, will be opened up. Merchants say this area of farming and dairy lands will furnish an immense amount of business to the city.

Speedy Service Arranged.

Freight delivered at the Seventh street station by 5 p. m. of each day will reach merchants at various points along the route the following morning. The freight train will leave the terminal at 4 a. m., arriving at Northfield at 7 a. m. the same morning.

Arrangements are being made for the connection of this daily freight service with other service at Faribault so that the Northfield Southern can serve a large portion of the southern part of the state. The northbound freight will leave Northfield at 9:45 a. m. and will pick up milk shipments, and other consignments destined for Minneapolis.

The Electric Terminal station was abandoned by the Dan Patch in July, 1916, after the road had gone into bankruptcy. This withdrawal left the railroad without any entrance into the city. Meantime passenger trains have been running to Fifty-fourth street and Nicollet avenue, at the outskirts of the city. Freight business, owing to the poor location of this terminal, had virtually been given up.

Use of the Electric Terminal station will also open up a large territory southwest of the city, including St. Louis Park, Brookside and Edina, and also all territory between the city and Auto Club junction, near the Minnesota river. There is 17 miles of territory between the Minnesota river and the Seventh street terminal through which the Northfield Southern passes and which has had almost no service for more than two years.

Such points as Oxboro Heath on the spur between Fifty-fourth street and Auto Club junction will be served by freight trains out of the Seventh street terminal.

The Electric terminal station was built by the Dan Patch road, and trains first began operating from there in 1915. The company then sold half interest in the station to the Luce line which operates to Hutchinson. When the Dan Patch faced financial embarrassment the road was forced to give up the downtown station and to abandon the 17 miles of trackage from Auto Club junction to the downtown terminal.

Old Name Is Abandoned.

Among the important stations between Minneapolis and Northfield, are St. Louis Park, Orchard Lake, Orchard Garden Auto club and Lakeville.

Because it is believed Minneapolis desires to forget all the trouble and litigation which is associated with the name "Dan Patch" railroad, the company plans to abandon the use of this term and call the road the "Northfield Southern."

Officers of the "Northfield Southern," are James H. Ellison, president; H. A. Whittier, vice president and general manager; W. O. Winston, treasurer; L. L. Dodge, assistant treasurer; R. H. Benham, secretary, and H. P. Roberts, counsel.

M. J. Dooley, former general superintendent of the Minnesota Transfer company and a railroad man of 40 years' experience who was recently chosen superintendent of the "Northfield Southern," says it will be but a short time until thoroughly reliable passenger and freight service direct to heart of the city will be established.

"When the Dan Patch property was purchased by the Minneapolis citizens, there was need of extensive repairs," he said. "The physical property of the road has been put in good shape. A new locomotive and equipment have been purchased, and from now on the company will endeavor to give first class service in every way."

Officers of the Twin City Milk Producers' association, an organization which sells most of the milk used in Minneapolis, say the opening again of the Seventh street station to the road will facilitate the handling of milk to the city.

Operation of the milk trains into the downtown section will insure against milk famines such as Minneapolis experienced during the severe snowstorms in the past two winters, they say. In the winter of 1916-1917 producers of milk who sold in Minneapolis had no way of getting their product to the city promptly when there were heavy snowstorms.

News Items from the Electric Railway Journal

December 1916
The Federal Court at Minneapolis has ordered the foreclosure of the mortgage securing an issue of $1,000,000 of first mortgage bonds of the MStPR&DET Co. The issue of $1,000,000 of bonds is pledged as collateral to secure an issue of $750,000 three-year notes.

January 1917
Howard Abbott, master in chancery, has been ordered by Judge Wilbur F. Booth, in the United States District Court at Minneapolis, Minn., to sell the property of the MStPR&DET Co. at auction on or before May 27, 1917.

June 16, 1917
The property of the MStPR&DET Co., popularly known as the Dan Patch Line, is advertised to be sold at public auction as an entirety on June 28 at Minneapolis under foreclosure of the first mortgage of 1915, pursuant to an order of the United States District Court of the Fourth District of Minnesota.

January 5, 1918
With the purchase of the MStPR&DET Co.'s cut-off from Auto [Club] Junction to Luce Line Terminal by C. T. Jaffray and associates under foreclosure, noted in the ERJ for December 22, page 1136, plans were set in motion for reconstruction of the road from Minneapolis to Northfield and Faribault at a cost of $750,000. Mr. Jaffray said:

> "If our plans are met by investors, the road will be electrified for both freight and passenger traffic to Faribault. This would mean the bringing in Minneapolis of most of the business from the rich districts near Northfield, Faribault, Rochester and Mankato. Much of this trade now goes to St.Paul. C. T. Bratnober, receiver for the property during pendency of cases involving the status of the line, will have charge of the attempt to reorganize. If the plan for reorganization is not successful the property will be dismantled and sold for junk."

The sale of the cut-off was conducted by Howard S. Abbott, master in chancery. The only bid was by the committee representing the holders of the collateral notes against the road. The purchasers under the court order have the right to scrap this 14 mile section, but operation has not yet been suspended.

April 27, 1918
Reorganization of the MStPR&DET Co., the Dan Patch line, took definite form recently when residents along the line turned over $15,000 in cash, the second payment on the $25,000 indemnity bond required by the court to guard against a drop in the value of the material used in the line as scrap should that part of the property about which the present action hinges eventually have to be sold as junk. A similar sum will be paid within thirty days on the purchase price of $250,000. It is expected that by the time payments are completed every resident along the Dan Patch [line] will be interested in the property as a stockholder. The new organization contemplates operating both divisions of the road, including the 14-mile cut-off between the Auto Club and the Luce Line junction, as well as the main line to Northfield. The cut-off has not been operated under the existing receivership. W. L. Harris, John R. Irwin, Minneapolis; W. F. Roche, Lakeville, and R. H. Benham, comprise the reorganization committee.

According to the Minnesota Railroad & Warehouse Commission the abandonment case before the U. S. District Court was closed by "re-organization" as the Minneapolis Northfield & Southern Railway.

TRACK & FACILITIES

TRACK MILEAGE

Operations began on March 1st

The Minneapolis city limits had been extended south from 50th St. to 54th St. In accordance with its franchise the Minneapolis St. Ry. purchased the 0.512 miles of track on Nicollet Ave. from 50th St. to 54th St. March 1, 1911. [redacted] MSR electrified this track and constructed a wye at 54th St. Thus as of June 30, 1911, the MStPR&DET Co. consisted of 37.34 miles of road from 54th St., Minneapolis to Northfield, completed at a cost of $1,004,777.

54th St. Minneapolis to Northfield	First Track	Sidings	Total Track
Year ended 6-30-1911	37.34	.90	38.24
Year ended 6-30-1912	37.40	1.41	38.81
Before June, 1913, a connection at Northfield, 1.69 miles long, with the Chicago Great Western Ry. was completed. Wyes and spur tracks were constructed at Faribualt during 1913 and at Mankato during 1914. On August 10,1914, the MRR&WC approved abandonment of 7500 l.f. of the original track, 1.42 miles, from Simpson Junction to Northfield but this was never undertaken.			
Year ended 6-30-1913	37.76	3.08*	40.94
* This included the Ellison line, as the new CGW Ry. connection was named.			
Year ended 6-30-1914	38.20	3.08	41.28
CGW Ry. trackage rights Northfield to Faribault:	14.20		

"Dan Patch News"
December 1912

Omaha Crossing at Savage: "An overhead crossing of the CStPM&O Ry. tracks at Savage was found to be feasible and was constructed. The total cost of grading, bridge, timber trestle approach and heavy sand fill approaches (0.75 miles in length) was nearly $30,000."

Interlocking Plant at Lakeville: "Conditions at Lakeville would not permit an overhead crossing of the CM&StP Ry.; consequently an interlocking plant was installed. The work is being done by the Federal Signal Company of New York. No additional help will be needed to operate the plant for the business at Lakeville is sufficient to warrant the maintenance of a regular agent and his office is so arranged that he can tend the crossing in addition to his normal duties. Final inspection by the Minnesota Railroad & Warehouse Commission will be made about November 20th. (The license was effective December 2, 1912. The interlocker was mechanical with 24 frames and 18 levers.)

A railroad crossing gate was installed at Livingston where the track crossed the Farmington-Mankato line of the CM&StP Ry. MRR&WC license dates were 10-10-1910 and 10-21-1910.

Located Lines
Northfield to Owatonna
1908

While this is the title on the right-of-way maps, the two map sections available show the line only from Northfield to Faribault.

Section 1 Northfield to Dundas: Line "L" generally followed the CM&StP Ry. to the west of their right-of-way.

Section 2 Dundas to Faribault: R/W stations 2260 to 2790.

(1) Line "L" followed the CM&StP Ry., abutting the west line of their right-of-way to station 2586+35. This section was outlined in red on the map, apparently indicating where the grading had been completed. From this point the line skirted the west side of Faribault, apparently on right-of-way. One short section is labeled "Lincoln" as if this were a street name.

(2) Line "K" was a variation from station 2586+35 to the north edge of Faribault.

(3) Line "Y" was projected on city streets: from line "L" east on 15th St. N., south on Central Ave. W., and west on Division St. to reconnect with line "L".

Right-of-Way
Northfield to Rochester

Records of the real estate owned still exist. The Minneapolis Northfield & Southern Ry. Master List of Contracts dated 1982 listed the following references.

(1) Rice County Recorder, Book 301, pages 232-253, Document #268930.

(2) Dodge County Recorder, Book 149, page 444, Document #49913, parcel numbers 461-473 and 476.

(3) Steele County Recorder, Book 167, page 239, Document #176163, parcel numbers 455-456 and 458-460.

(1) Faribault southward
(2) From (1) to Deerfield, Owatonna, Havana, Anderson.
(3) From (2) to Claremont, Dodge Center, Kasson; generally parallel to C&NW Ry on the north

Auto Club Junction to Luce Line Junction

The MRR&WC inspected the track May 27, 1915, listing 14.62 miles of line plus 2.89 miles of sidings and yard tracks. The line was considered completed as of May 29, 1915, at a cost of $664,973. Also on May 29, 1915, the Electric Short Line Terminal Co. granted trackage rights to the MStPR&DET Co. over the 3.19 miles of line from Luce Line Junction to the Minneapolis terminal at 3rd Ave. N. and 7th St. N.

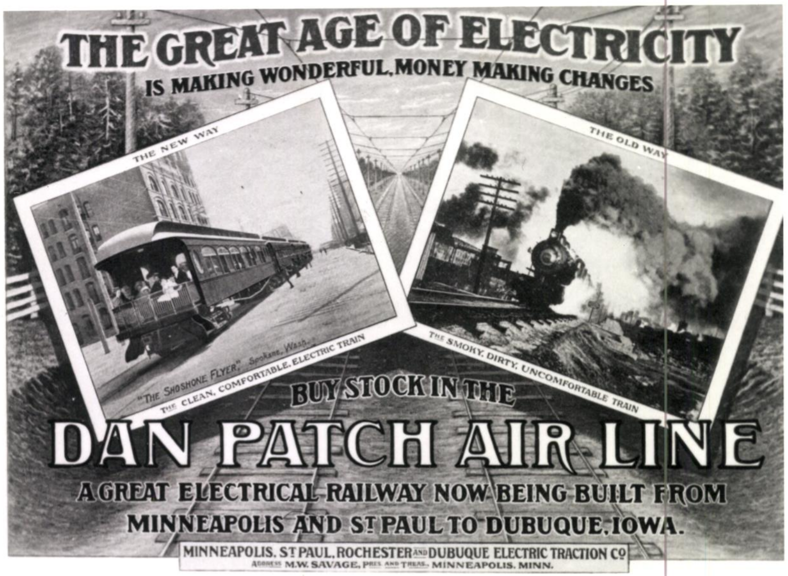
	First Track	Sidings	Total Track
54th St., Minneapolis to Northfield	37.703	6.152	43.855
Auto Club Jct. to Luce Line Jct.	14.274	1.141	15.415
Totals	51.977	7.293	59.270

June 30, 1915	First Track	Second Track	Sidings	Carhouse Track	Total Track
Luce Line Jct. to Northfield	42.51		5.17	.007	47.687
54th St., Mpls. to Auto Club Jct.	10.00		2.14	.190	12.330
Trackage Rights, ESLT Co.	3.24	3.23	0.62		7.090
Totals	55.75	3.23	7.93	.197	67.107
Year ended 6-30-1915 (incl. CGW Ry.)	122.61	.27	17.97	.307	141.157
Year ended 6-30-1916	52.51		7.31	.197	60.017
Year ended 12-31-1916	55.75	3.23	7.93	.20	67.11
Year ended 12-31-1917	52.51	----------not reported-----------			

MRR&WC Reports

Luce Line Jct - Auto Club 14.30 miles
Temporary License 5-28-15

Luce Line Jct - Auto Club 14.62 miles +
2.89 miles sidings
Permanent License 12-6-15



THE GREAT AGE OF ELECTRICITY
IS MAKING WONDERFUL, MONEY MAKING CHANGES

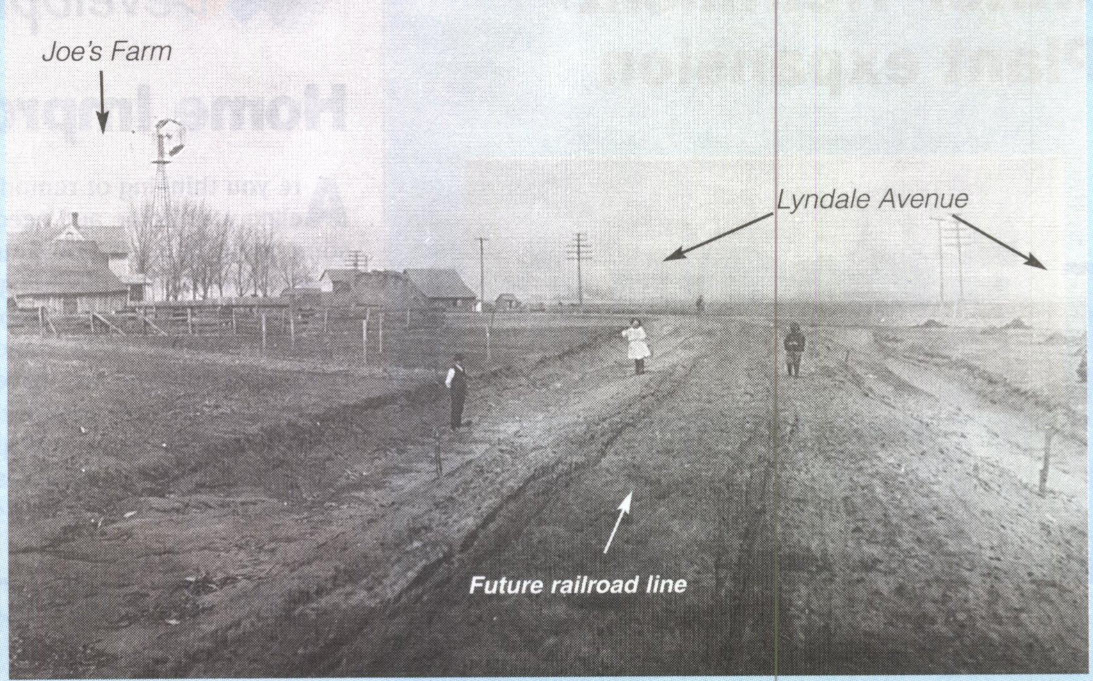
THE NEW WAY
"THE SHOSHONE FLYER," Spokane, Wash.
THE CLEAN, COMFORTABLE, ELECTRIC TRAIN

THE OLD WAY
THE SMOKY, DIRTY, UNCOMFORTABLE TRAIN

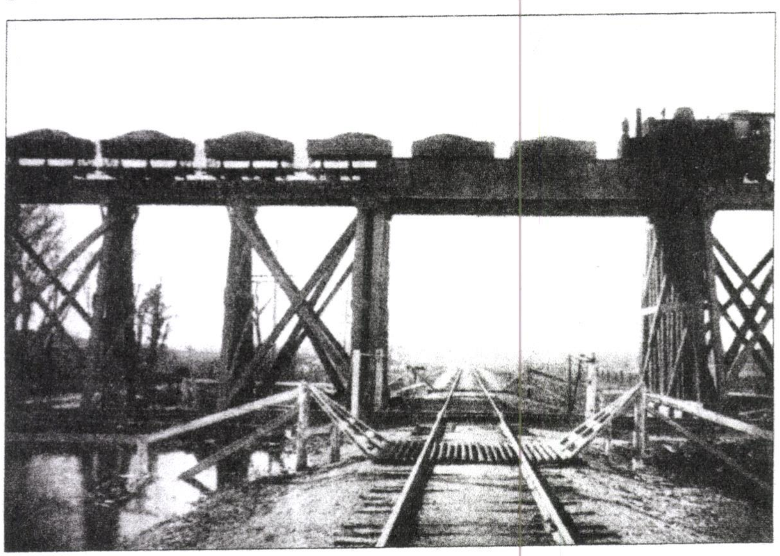
BUY STOCK IN THE
DAN PATCH AIR LINE
A GREAT ELECTRICAL RAILWAY NOW BEING BUILT FROM
MINNEAPOLIS AND ST PAUL TO DUBUQUE, IOWA.

MINNEAPOLIS, ST PAUL, ROCHESTER AND DUBUQUE ELECTRIC TRACTION CO
ADDRESS M.W. SAVAGE, PRES. AND TREAS. MINNEAPOLIS, MINN.

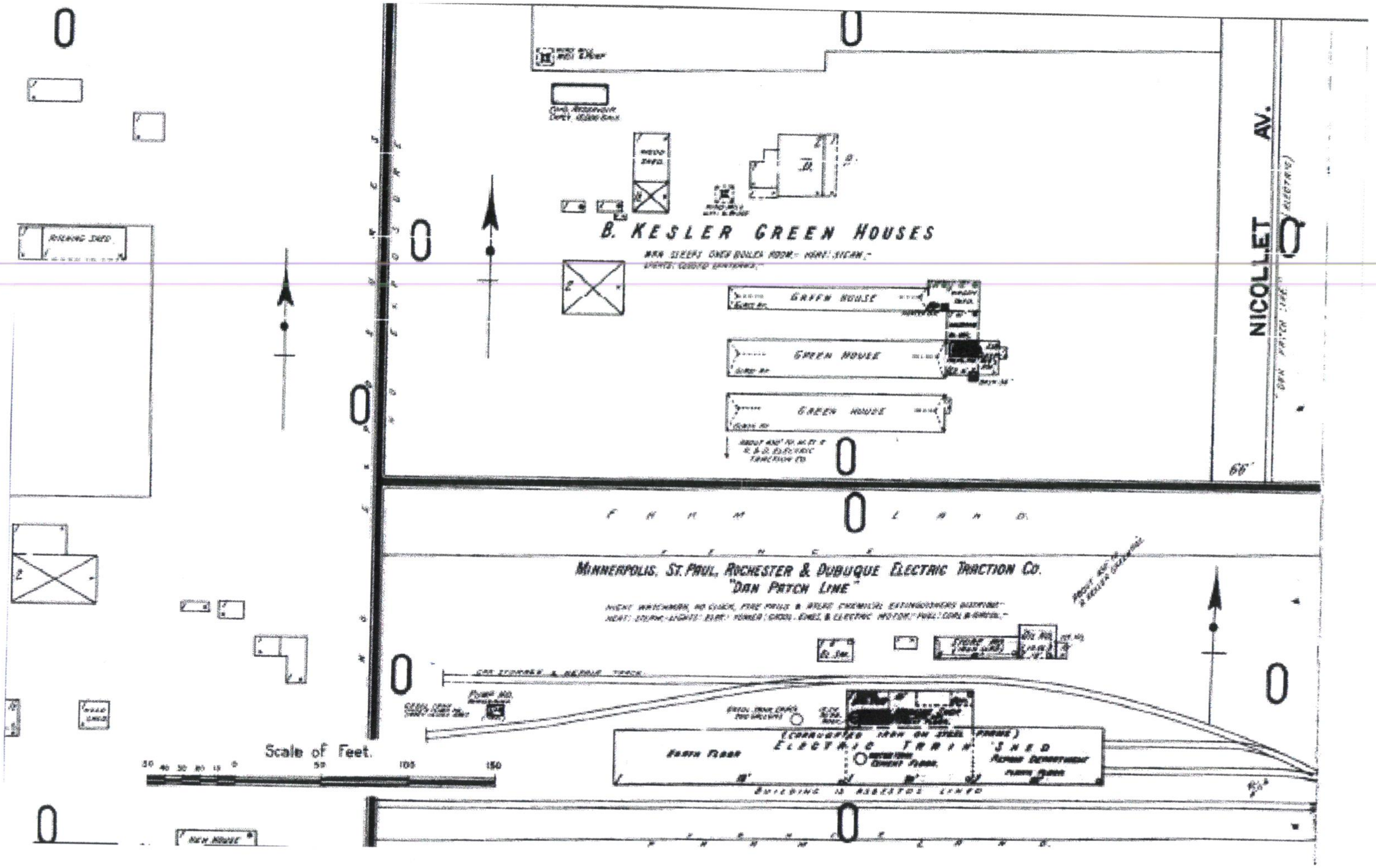
NORTHEAST 94TH & LYNDALE 1907 JOE FRIENDSHUH FARM ON LEFT.



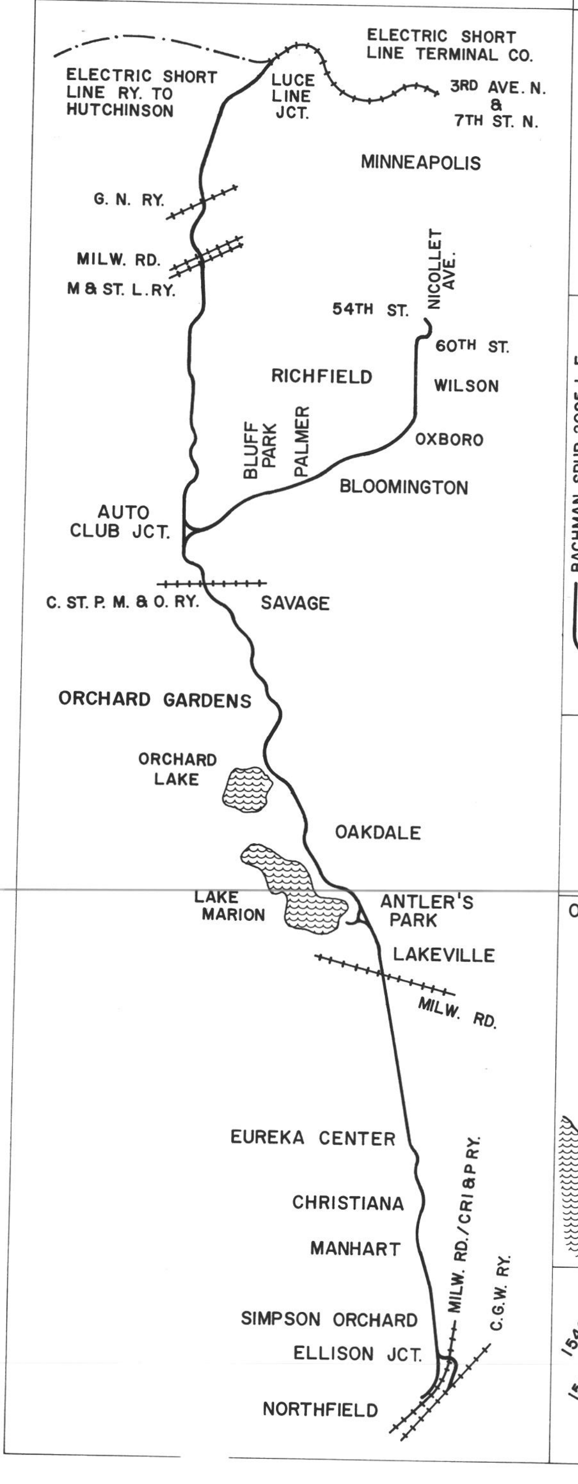
Bloomington Historical Society



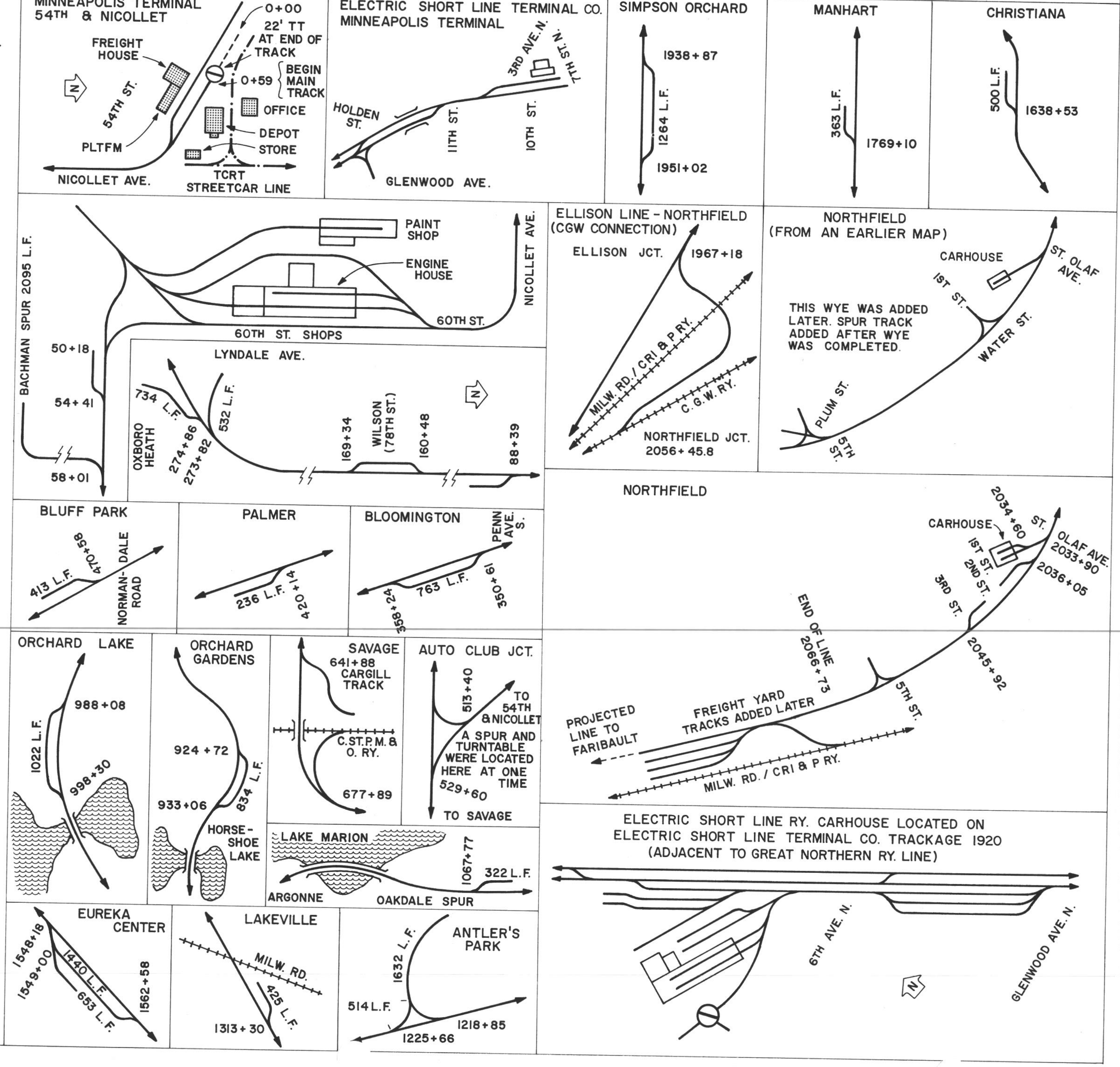
An overpass on the Dan Patch line


B. KESLER GREEN HOUSES
MAN SLEEPS OVER BOILER ROOM. HEAT: STEAM.
LIGHTS: COVERED LANTERNS.
WOOD SHED
GREEN HOUSE
GREEN HOUSE
GREEN HOUSE
ABOUT 400' TO M. ST. P. R. & D. ELECTRIC TRACTION CO.
NICOLLET AV.
(ELECTRIC)
DAN PATCH LINE
66'
FARM LAND
FENCE
MINNEAPOLIS, ST. PAUL, ROCHESTER & DUBUQUE ELECTRIC TRACTION CO.
"DAN PATCH LINE"
CAR STORAGE & REPAIR TRACK
PUMP HO.
(CORRUGATED IRON ON STEEL FRAME)
ELECTRIC TRAIN SHED
EARTH FLOOR
CEMENT FLOOR
REPAIR DEPARTMENT
BUILDING IS ASBESTOS LINED
FARM LAND
RACKING SHED
HEN HOUSE
Scale of Feet.
50 40 30 20 10 0 50 100 150

GENERAL LOCATION MAP


ELECTRIC SHORT LINE TERMINAL CO.
ELECTRIC SHORT LINE RY. TO HUTCHINSON
LUCE LINE JCT.
3RD AVE. N. & 7TH ST. N.
MINNEAPOLIS
G. N. RY.
MILW. RD.
M & ST. L. RY.
54TH ST.
NICOLLET AVE.
60TH ST.
RICHFIELD
WILSON
OXBORO
BLUFF PARK
PALMER
BLOOMINGTON
AUTO CLUB JCT.
C. ST. P. M. & O. RY.
SAVAGE
ORCHARD GARDENS
ORCHARD LAKE
OAKDALE
LAKE MARION
ANTLER'S PARK
LAKEVILLE
MILW. RD.
EUREKA CENTER
CHRISTIANA
MANHART
SIMPSON ORCHARD
ELLISON JCT.
NORTHFIELD
MILW. RD./CRI & P RY.
C.G.W. RY.

MINNEAPOLIS ST. PAUL ROCHESTER & DUBUQUE ELECTRIC TRACTION CO. TRACKAGE ARRANGEMENTS 6-30-1920


MINNEAPOLIS TERMINAL 54TH & NICOLLET
0+00
22' TT AT END OF TRACK
0+59 BEGIN MAIN TRACK
FREIGHT HOUSE
N
54TH ST.
OFFICE
DEPOT
STORE
PLTFM
NICOLLET AVE.
TCRT STREETCAR LINE
ELECTRIC SHORT LINE TERMINAL CO. MINNEAPOLIS TERMINAL
3RD AVE. N.
7TH ST. N.
HOLDEN ST.
11TH ST.
10TH ST.
GLENWOOD AVE.
SIMPSON ORCHARD
1938+87
1264 L.F.
1951+02
MANHART
363 L.F.
1769+10
CHRISTIANA
500 L.F.
1638+53
BACHMAN SPUR 2095 L.F.
50+18
54+41
58+01
PAINT SHOP
ENGINE HOUSE
60TH ST. SHOPS
60TH ST.
NICOLLET AVE.
LYNDALE AVE.
N
734 L.F.
532 L.F.
OXBORO HEATH
274+86
273+82
169+34
WILSON (78TH ST.)
160+48
88+39
ELLISON LINE - NORTHFIELD (CGW CONNECTION)
ELLISON JCT.
1967+18
MILW. RD./CRI & P RY.
C.G.W. RY.
NORTHFIELD JCT. 2056+45.8
NORTHFIELD (FROM AN EARLIER MAP)
CARHOUSE
ST. OLAF AVE.
1ST ST.
WATER ST.
THIS WYE WAS ADDED LATER. SPUR TRACK ADDED AFTER WYE WAS COMPLETED.
PLUM ST.
5TH ST.
BLUFF PARK
413 L.F.
470+58
NORMAN-DALE ROAD
PALMER
236 L.F.
420+14
BLOOMINGTON
PENN AVE. S.
358+24
763 L.F.
350+61
NORTHFIELD
CARHOUSE
2034+60
ST. OLAF AVE. 2033+90
1ST ST.
2ND ST.
2036+05
3RD ST.
END OF LINE 2066+73
2045+92
5TH ST.
PROJECTED LINE TO FARIBAULT
FREIGHT YARD TRACKS ADDED LATER
MILW. RD./CRI & P RY.
ORCHARD LAKE
1022 L.F.
988+08
998+30
ORCHARD GARDENS
924+72
933+06
834 L.F.
HORSE-SHOE LAKE
SAVAGE
641+88 CARGILL TRACK
C.ST.P.M.& O. RY.
677+89
AUTO CLUB JCT.
513+40
TO 54TH & NICOLLET
A SPUR AND TURNTABLE WERE LOCATED HERE AT ONE TIME
529+60
TO SAVAGE
LAKE MARION
ARGONNE
1067+77
322 L.F.
OAKDALE SPUR
ELECTRIC SHORT LINE RY. CARHOUSE LOCATED ON ELECTRIC SHORT LINE TERMINAL CO. TRACKAGE 1920 (ADJACENT TO GREAT NORTHERN RY. LINE)
6TH AVE. N.
GLENWOOD AVE. N.
N
EUREKA CENTER
1548+18
1549+00
1440 L.F.
653 L.F.
1562+58
LAKEVILLE
MILW. RD.
425 L.F.
1313+30
ANTLER'S PARK
1632 L.F.
514 L.F.
1225+66
1218+85

"DAN PATCH NEWS"

December 1912

Depots and Station Houses

"Plans have been made for an artistic terminal building in Minneapolis. A train shed will be provided on the ground floor as well as ticket office, waiting room, baggage room, and all other modern conveniences and facilities for handling traffic. The upper stories will furnish offices for the executive officers of the company, and for the electric railroad supply men."

[This refers to the planned terminal at 3rd Ave. N. and 7th St. N.]

"At practically every stop along our line we have erected neat, comfortable station houses for the comfort and convenience of the passengers. These structures are substantially built. Station houses with large waiting rooms for passengers, for storage of freight and express, and offices for ticket agents and other local employees, were constructed at 54th St. Minneapolis, Oxboro Heath, Savage, Lakeville and Northfield. Two new milk stations, including small passenger shelters, have been built at Eureka Center and Forstrum, making a total of 15 such milk/passenger stations erected in the last 14 months."

[Refer to the list of buildings on the next page for details.]

Improvement at our Car Barns

"Improvements have been made at the car barns at our 54th St. station so that cars can be better cared for, inspected and prepared for service with quickness and dispatch. Our shops are quite extensive, affording shelter for the major portion of our equipment and giving plenty of room for its inspection and repair."

"A commodious carhouse for trailers and a paint shop section is being constructed by Libby & Libby Company. This building is 36 x 230 feet, provided with two parallel tracks, and of practically fireproof construction. Completion is called for December 1st. New trackage and "Y" facilities inconjunction with these shop improvements have been provided, which have been needed for some time in handling the company's rolling stock".

Luce Line Jct. to Auto Club Junction

Buildings erected during 1914:
Luce Line Jct. Carhouse 36 x 36　Park Manor Shelter 8 x 10　Brookside Shelter 18 x 36

Shelters 8 x 16 erected during 1915: University Club Heights, Excelsior Ave., Thompson, Grand View Heights, Warden, Perry, Cahill, Harrington Heights, Bush Lake, Hyland Lake, Nesbitt, Kelly. Shelter 6 x 15 erected 1915 at Superior Blvd.

Eureka Center

Passenger and Freight Depot, two story, 20 x 48, built 1918.

BUILDINGS

Description			Date Built
54th St. @ Nicollet Ave.	Passenger Station	26 x 28	1912
"	Dispatcher's Tower		1912
"	Turntable		1912-1913
60th St. @ Nicollet Ave.	Car Storage Building	32 x 135	1911
"	Paint Shop	32 x 230	1912
"	Engine House and Repair Shop (frame and corrugated iron), irregular shape, addition to Car Storage Building		1912-1913
"	Storage Shed	12 x 15	1913
Irwin	Shelter	8 x 16	1912
Wilson	Shelter	8 x 16	1912
Lynn Road	Shelter	8 x 16	1910
Oxboro Heath	Station	13 x 13	1910
Edgewood	Shelter	8 x 16	1910
Bloomington	Shelter	8 x 20	1910
Palmer	Platform		1913
Bluff Park	Shelter	8 x 16	1912
Auto Club	Station	12 x 42	1910
Savage	Waiting Room and Ticket Office		1910
"	Station	12 x 32	1912
Kearney Crossing	Milk Platform		?
Whittier	Shelter	6 x 12	1915
Orchard Gardens	Shelter	8 x 16	1910
Horseshoe Lake	Shelter	6 x 12	1915
Orchard Lake	Shelter	8 x 16	1911
Oak Dale	Milk Platform		?
Oak Glen	Milk Platform		?
Antlers Park	Station	20 x 30	1912
Lakeville	Station	12 x 54	1911
Lakeville	Interlocker (24 lever) (in station)		1912
Vrooman	Milk Platform		?
Livingston	Shelter	6 x 12	1911
Pool's Crossing	Shelter	6 x 8	1910
Forstrom	Shelter	6 x 12	1911
Christiana	Shelter	6 x 12	1910
Greenvale	Shelter	6 x 12	1912
Manhart	Shelter	6 x 12	1912
Balaclague	Milk Platform		?
Simpson Orchard	Shelter	8 x 16	1910
* Northfield	2-stall Engine House	33 x 80	1910
Northfield	Station	10 x 24	1918

A 2-stall Carhouse 32 x 80 was built in Faribault during 1913. An identical Carhouse was built in Mankato during 1914. The Carhouse at Faribault was moved to Northfield during 1915-1916 and a 10 x 33 Extension built, doubling the size of the facility at Northfield.

* GREENVILLE AVE. SHELTER 8x12 1912

Bloomington Historical Society
MN&S stations in Bloomington (and Richfield)
Article dated September 1968

Location		Depot	Platform	Neither
High Line				
54th St. Station (also called Truax Station) (lunch counter in depot)		x	x	
Bachman	62nd St.		x	
Goodspeed	66th St.		x	
Irwin	72nd St.		x	
Wilson	SE corner of 78th St. and RoW		x	
Lynn Road	NE corner 90th St. and RoW	x	x	
Oxboro Heath	south side RoW east of Lyndale Ave.	x	x	
Edgewood	south side RoW near Humboldt Ave		x	
Bloomington	SW corner Penn Ave. S. and RoW	x	x	
Bradbury	north side RoW 300 LF east of France Ave.			x
Palmer	north side RoW ¼ mile west of France Ave.	x		
Bluff Park (Masonic Home)	SW corner Normandale Ave. and RoW	x	x	
Main Line				
Harrington Heights	84th St.		x	
Edmounds	88th St.			x
Bush Lake	96th St.			x
Hyland Lake	east side RoW near SE side of Hyland Lake [appears to be about 102nd St.]		x	
Kelly	near present Mt. Normandale Ski Chalet [Not so; its about 1400 LF south of Hyland Lake]			x
Nesbitt	SE corner RoW and Old Shakopee Road		x	
Auto Club	south side of Auto Club Road and east side of RoW (Auto Club Rd originally named Bluff Road) 1918-1922 Turntable south of the depot	x	x	
Valley View	north end of Minnesota River Bridge			x

Bloomington Employees

Three brothers:

Ed Chadwick	section foreman (at age 17)	
Lloyd Chadwick	engineer	51 years
Ernest Chadwick	engineer	46 years

White Rail Bus 1918-1922:

Harry Palmer	engineer	Jack McDermott	conductor
Harry Adams	engineer	Bill Meyers	conductor

Chicago Great Western Ry.
Wisconsin Minnesota & Pacific Division
May 1909 Employees Timetable

Stations	Milepost
Randolph	0.0
Wallace	2.9
Waterford	6.9
CM&StP Crossing	8.7
Northfield	8.9
Dundas	11.7
CM&StP Crossing	11.9
Bridgewater	16.0
CRI&P Crossing	19.3
Faribault Jct.	21.3
Faribault	22.9
CM&StP Crossing	22.6
Sheffield Mill	22.9
Warsaw	29.6
Morristown	32.5
Waterville	38.8
M&StL Crossing	39.0
Elysian	44.7
Greenland	47.1
Madison Lake	51.7
Watters	58.4
C&NW Crossing	62.6
CStPM&O Crossing	63.3
Benning, CM&StP Jct.	63.3
CStPM&O Crossing	63.9
CStPM&O, C&NW Crossing	66.8
Mankato	67.1

The CGW, CM&StP, CRI&P all went through Faribault separately. The CGW crossed the CM&StP at Faribault, west to Mankato. The CM&StP and CRI&P went south to Owatonna. The C&NW line from the west went through Mankato, Waseca, Owatonna, Dodge Center, Kasson, and Rochester to Winona. The CM&StP operated over the CGW track from Benning to Mankato, and shared a joint station with the CGW at Mankato.

Randolph was the main line junction point on the CGW for the Cannon Falls-Red Wing and Norfhfield-Faribault-Mankato branch lines.

Chicago Great Western Railway History

MStPR&DETCo. assumed operation of all service over the CGW's Northfield-Mankato branch on 7-1-1914. The MStPR&DETCo. arrangement worked nicely; it generated for CGW a modest annual income of $15,000 and most of the interchange freight and some passenger business. More importantly the CGW rid itself of considerable unrest with branch-line patrons over the scope of passenger service. The people of Mankato and area residents understandably liked their five daily "Dan Patch" trains. They seem pleased, too, that the short line had signed a fifty-year lease agreement. However the little road's financial fortunes soured, and on 2-1-1916 the CGW resumed control of the property, to the disappointment of many.

AVERY PV119ED

OPERATIONS

ANTLERS PARK

The 1909 promotional booklet stated that 238 acres of land had been acquired at Antlers on the shore of Prairie Lake near Lakeville. This was originally a farm owned by George W. Rushlow who had granted DPEL right-of-way through five 40-acre sections. A summer resort currently located there had not been properly developed.

The first deed was dated November 17, 1908, from Lester J. Rushlow and wife Effie, George W. Rushlow and wife Kate, to the Electric Investments Company. This company name also appears in the purchase of large acreages near Orchard Gardens. Apparently this was a separate corporation established by Col. Savage to handle his real estate investments. Prairie Lake was renamed Lake Marion after Col. Savage. Antlers was renamed Antlers Park.

Forty of the 238 acres were reserved for a terminal, park and picnic grounds, and hotel site. The remaining acreage was platted for a town site with lots being offered for sale. "Part of the land has been platted in beautiful lots and is being sold for summer homes. But we have set aside a large plat for use as a general free summer resort on this very beautiful five-mile lake noted for its splendid sandy beaches and bass fishing."

Apparently William Mason was the first general manager of Antlers Park. Supposedly he was also a vice-president of MStPR&DET Co. but none of the publications we have seen thus far have so indicated.

"Dan Patch News"
December 1912
Improvements at Antlers Park

So many improvments have been made that one would scarcely recognize it as the property originally taken over by our company.

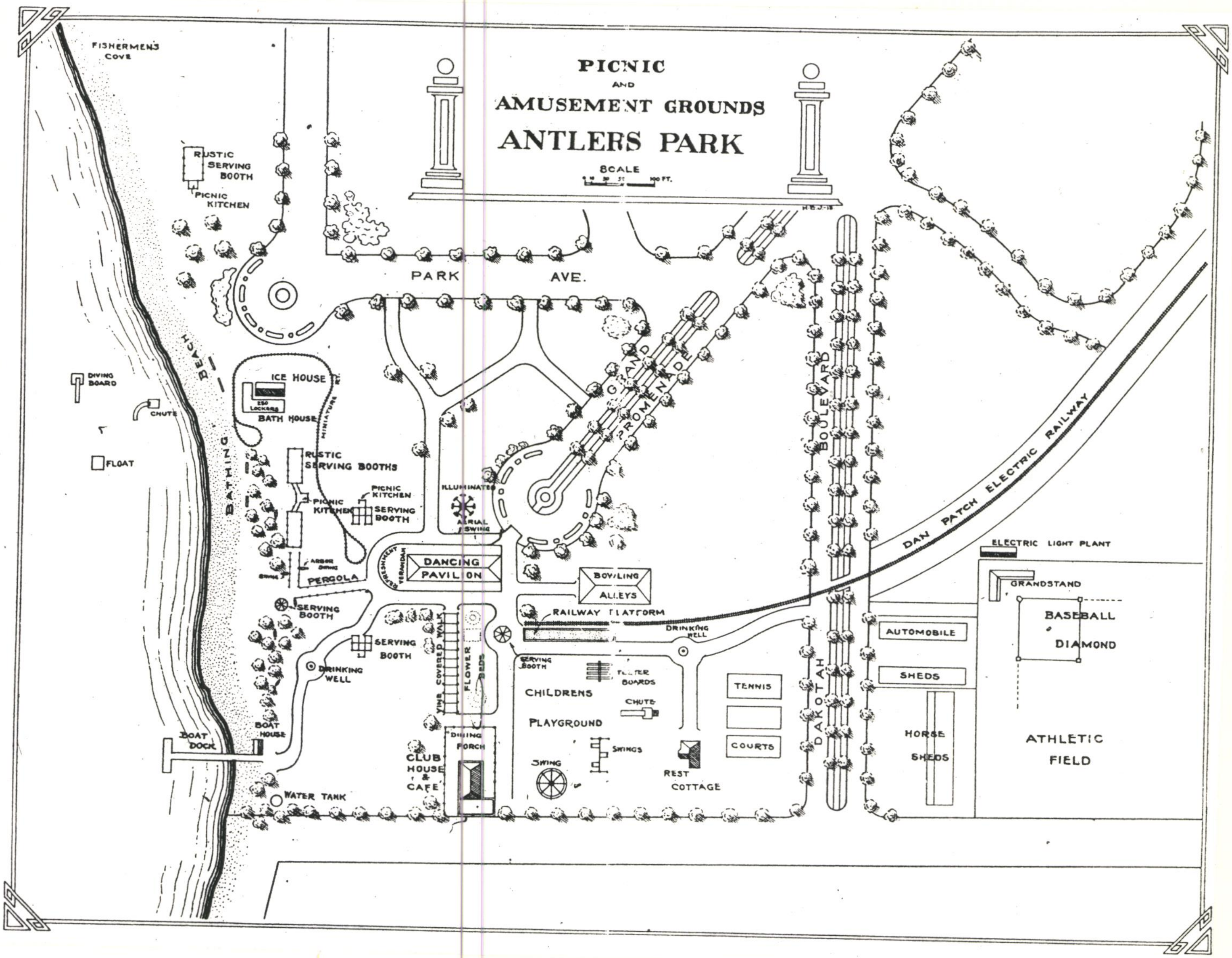
1. A large stucco station building containing a passenger waiting room and ticket office, with employee rooms on the second floor, has been built. On either side of this station rustic waiting rooms are built, in summer months covered with a foliage of vines.
2. The Pavilion and Club House have been enlarged in order to handle the immense crowds, and new attractions have been added for the amusement of old and young alike.
3. Rustic serving booths and pergolas have been built at frequent intervals about the grounds.
4. A small water supply plant has been installed to provide water for the various buildings and for fire protection.
5. The grounds are strung with electric wires and a small lighting plant has been equipped to furnish electricity for the myriads of lights that flood the park with their brilliancy during the picnic season. [This "lighting plant" was actually Strang System car #1 OGERITA; due to its limited seating capacity it was installed on a siding at the park and its machinery used to generate electricity for the park.]
6. Shade trees, fruit trees, flowers and shrubbery in endless profusion have been planted under the direction of one of the ablest landscape gardeners of the country.

Completed Facilities

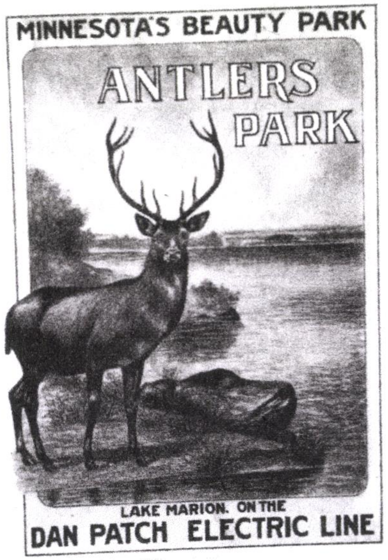
A subsequent feature was Fairyland Night Illuminations. "Many colored incandescant and arc lights trim the park buildings and foliage, which at night present an illumination unequalled at any similar resort."

When fully completed the extensive facilities included:

1. Dancing pavilion, 30' x 140', with wide porches on three sides, soda fountains and refreshment stands. Music was provided afternoons and evenings by the Antlers Park Orchestra.
2. Picnic kitchens with attached kitchenette, seating 50 persons.
3. Baseball diamond and grandstand.
4. Club house and cafe.
5. Bathing pavilion with 250 rooms.
6. Bathers' chute on the beach.
7. Children's playground.
8. Aerial swing (illuminated).
9. Miniature railroad connecting the pavilion with the beach.
10. Cottages for weeky, monthly, or seasonal rental.
11. Fleets of rowboats, canoes, sailboats, launches and steamers.


PICNIC
AND
AMUSEMENT GROUNDS
ANTLERS PARK
SCALE
FISHERMENS COVE
RUSTIC SERVING BOOTH
PICNIC KITCHEN
PARK AVE.
BATHING BEACH
DIVING BOARD
CHUTE
FLOAT
ICE HOUSE
250 LOCKERS
BATH HOUSE
MINIATURE RAILWAY
RUSTIC SERVING BOOTHS
PICNIC KITCHEN
PICNIC KITCHEN
SERVING BOOTH
ILLUMINATED AERIAL SWING
GRAND PROMENADE
BOULEVARD
DAKOTAH
DAN PATCH ELECTRIC RAILWAY
ELECTRIC LIGHT PLANT
GRANDSTAND
BASEBALL DIAMOND
REFRESHMENT VERANDAH
DANCING PAVILION
ARBOR
SWING
PERGOLA
BOWLING ALLEYS
RAILWAY PLATFORM
DRINKING WELL
SERVING BOOTH
SERVING BOOTH
DRINKING WELL
VINE COVERED WALK
FLOWER BEDS
SERVING BOOTH
TEETER BOARDS
CHUTE
CHILDRENS PLAYGROUND
SWINGS
SWING
REST COTTAGE
TENNIS COURTS
AUTOMOBILE
SHEDS
HORSE SHEDS
ATHLETIC FIELD
BOAT DOCK
BOAT HOUSE
DINING PORCH
CLUB HOUSE & CAFE
WATER TANK

AVERY®
PV119ED

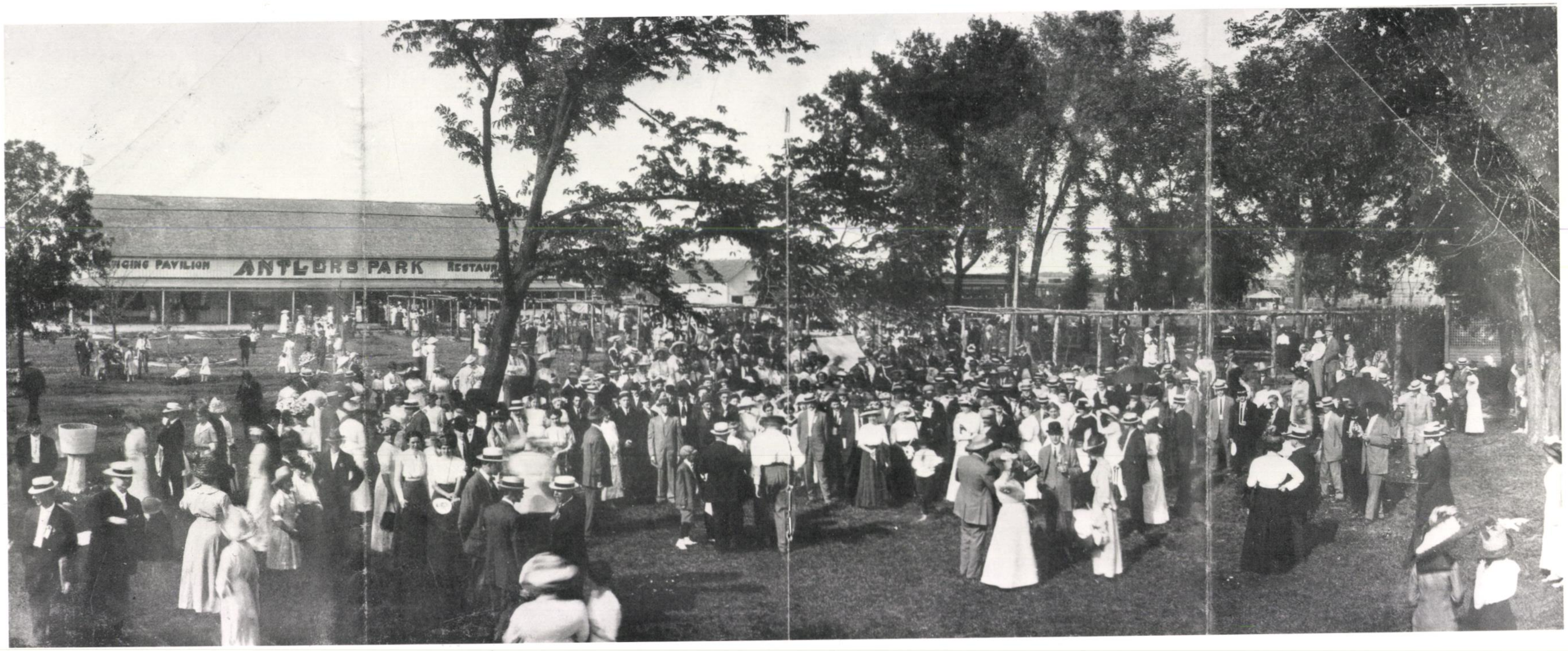


MINNESOTA'S BEAUTY PARK

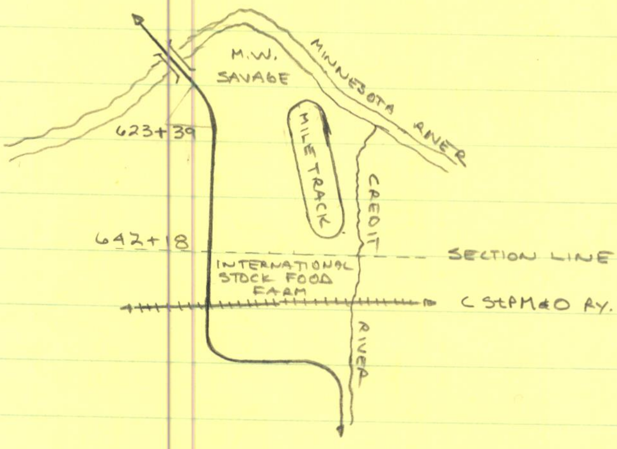
ANTLERS PARK

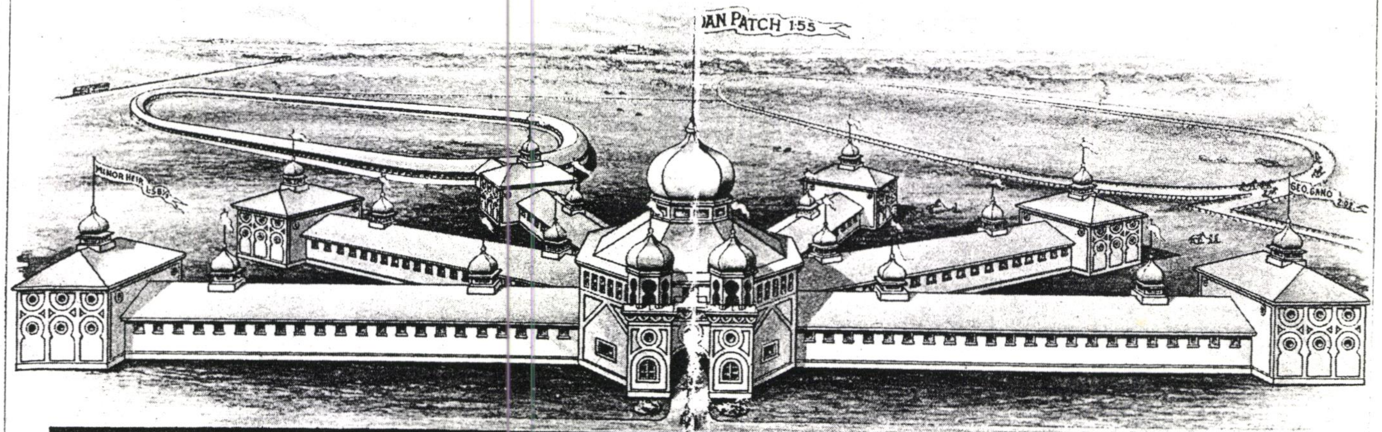
LAKE MARION. ON THE

DAN PATCH ELECTRIC LINE


GING PAVILION
ANTLERS PARK
RESTAU

Line as Located 1-1908

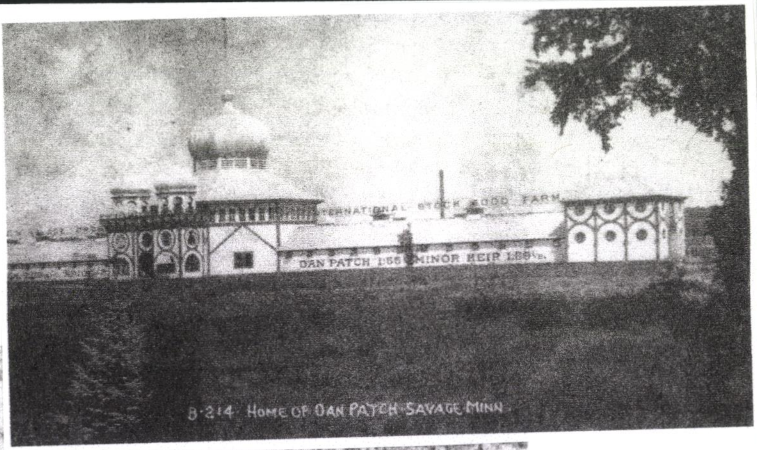

M.W. SAVAGE
MINNESOTA RIVER
623+39
MILE TRACK
CREDIT RIVER
642+18
SECTION LINE
INTERNATIONAL STOCK FOOD FARM
C StPM&O RY.


DAN PATCH 1:55
MINOR HEIR 1:58½
GEO. GANO 2:02

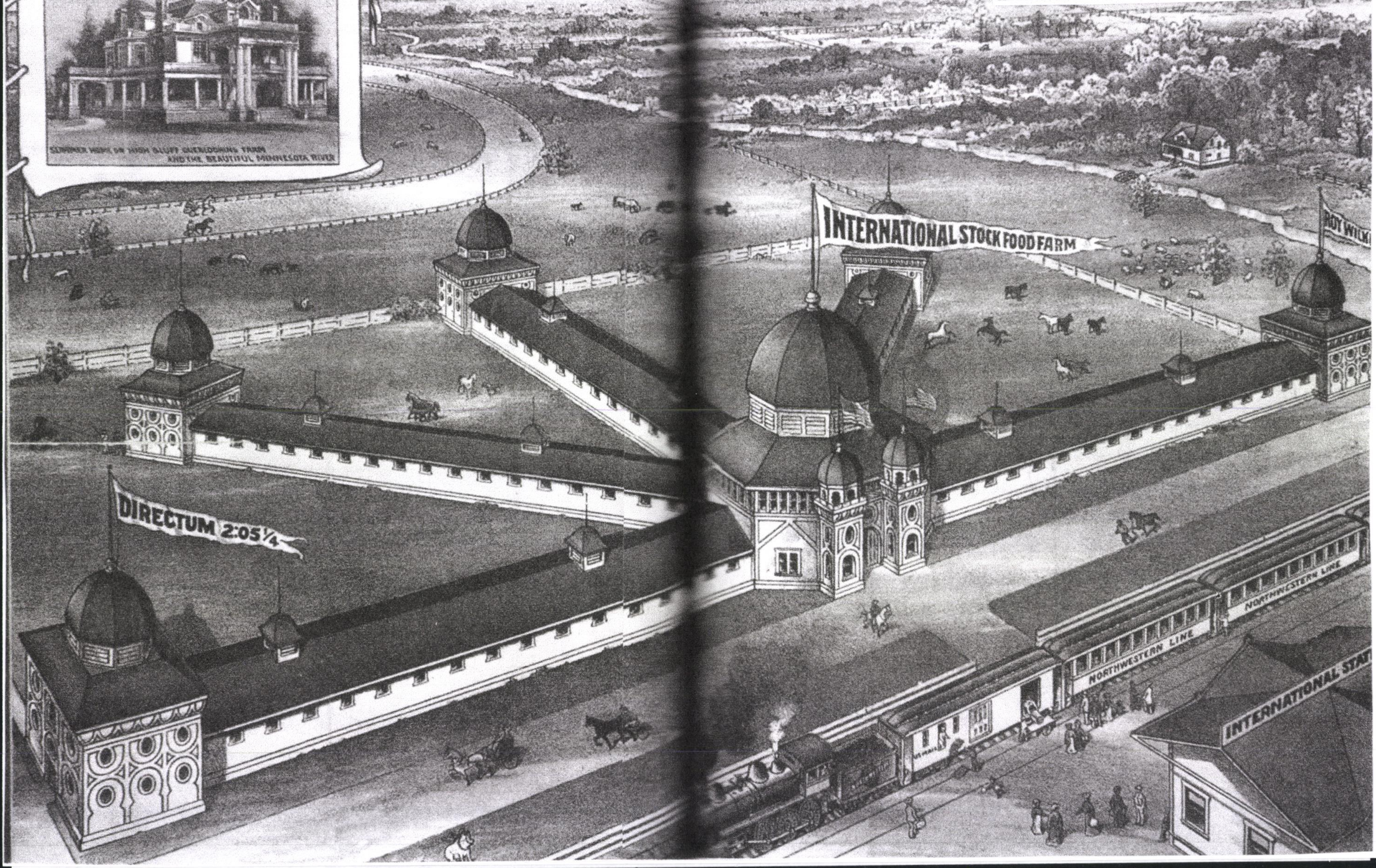
INTERNATIONAL 1:55 HORSE FARM

M.W. SAVAGE. OWNER.

This Farm has every known convenience and accessory for raising and training the Light Harness Horse. The stable was designed by M. W. Savage and is intensely practical, as it provides light and air from out-doors in every stall. The several "wings" radiate from the central "dome" which is the heart of the structure and contains a cooling-ring 80 feet in diameter, also offices, sleeping-rooms, and a large water-supply tank. Steam heat, with hot water heat for the horses' stalls, modern plumbing and lighting, hot and cold running water, and chemical fire engine, are among the many up-to-the-minute features of this great Speed Nursery. The Covered Half-Mile Track, seen in the left background, makes it possible to work horses at speed every day in the year. This Covered Track is a full half-mile in length, 30 feet wide, and contains 1400 windows, in which there are 8400 lights of glass. In the right background may be seen the Mile Track, stretching down to the bank of the Minnesota River, across which, and in the center background, Mr. M. W. Savage's summer residence appears. The Dan Patch Gas-Electric Interurban Line is shown at the extreme left of the picture. The Minnesota River, a navigable stream, flows through the center of the 700 acres which comprise the Farm.


...TERNATIONAL STOCK FOOD FARM
DAN PATCH 1:55 MINOR HEIR 1:59½

B-214 HOME OF DAN PATCH - SAVAGE MINN.

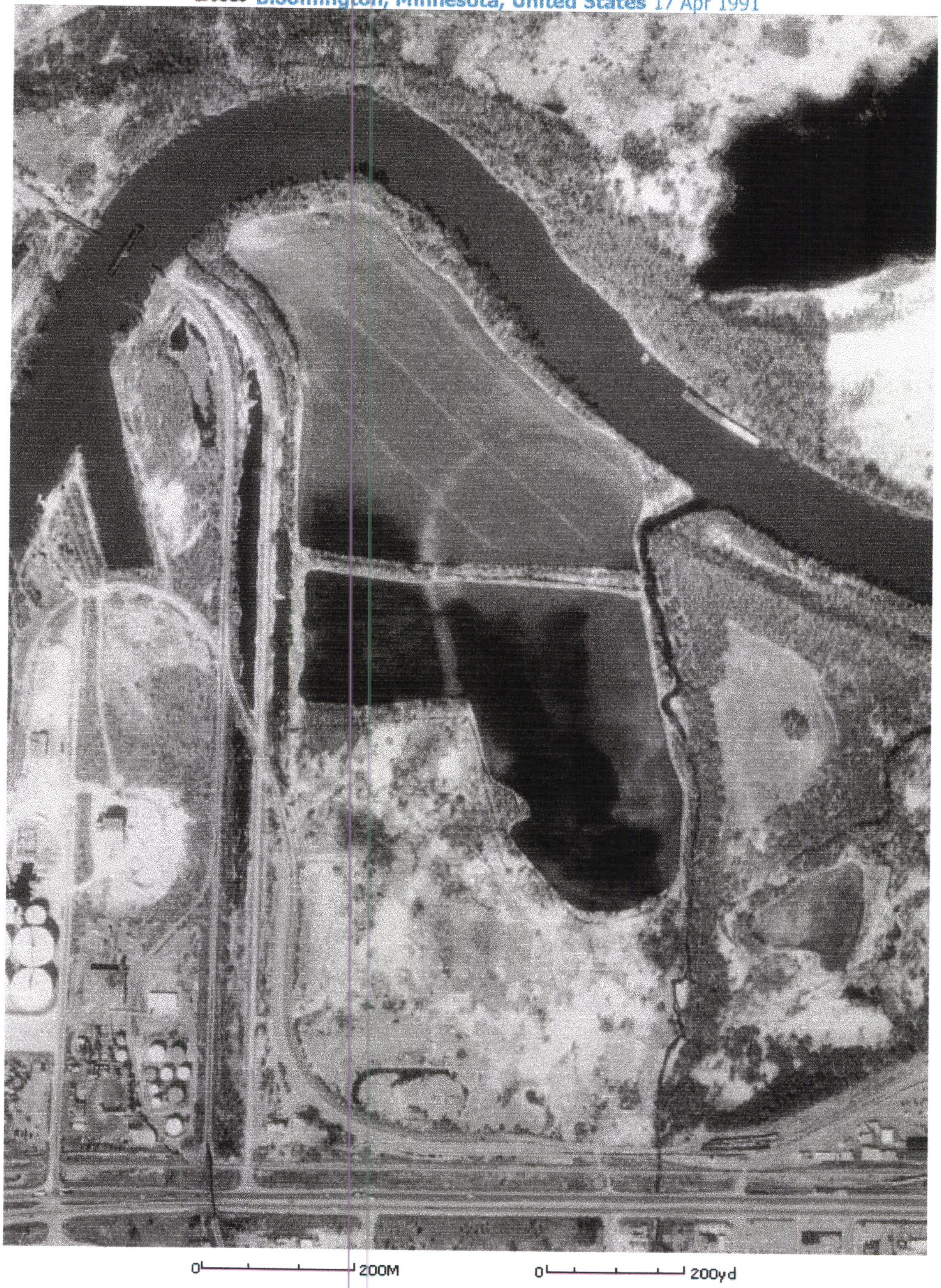

SUMMER HOME ON HIGH BLUFF OVERLOOKING FARM AND THE BEAUTIFUL MINNESOTA RIVER
INTERNATIONAL STOCK FOOD FARM
ROY WILK
DIRECTUM 2:05¼
NORTHWESTERN LINE
NORTHWESTERN LINE
NORTHWESTERN LINE
INTERNATIONAL STAT

I wonder if the original track (before the CStPM&O Ry bridge was built) followed is was what become Vernon ave, (or county road). This would account for the 0.75 miles of approaches being built for the bridge.

Send To Printer

Change to Landscape

USGS **Bloomington, Minnesota, United States** 17 Apr 1991



OPERATIONS

"DAN PATCH NEWS"
December 1912

"Under our present arrangements our passengers are compelled to take a city streetcar at our 54th St. station and travel about five miles to reach the business district. We are also compelled to haul all freight the same distance by automobile trucks at considerable expense to the company. As soon as our cars are in operation to our new terminal this inconvenience and expense will be entirely eliminated."

PASSENGER SERVICE

A 1912 timetable (not reproduced) indicated that both local and limited service was provided from 54th St., Minneapolis, to Northfield. Limited trains made the run in one hour and 17 minutes. Local trains required one hour and 35 minutes.

One-half of a timetable effective July 19, 1914, (reproduced) when service was operated from 54th St.,Minneapolis, to Mankato and Randolph indicates only local service was provided.

A 1915 issue of "The Brill Magazine" contained a lengthy article describing operations. A brief summary follows. Typical operation consisted of freight trains hauled by steam locomotives and passenger trains by gas-electric passenger motor cars or gas-electric locomotives. One 72 ft. gas-electric passenger motor car seating 87 persons was the normal passenger train. When traffic got heavy a passenger trailer was added. For excursions and extra heavy passenger traffic a train of passenger trailers pulled by a 60-ton gas-electric locomotive was used. Four through passenger trains between Minneapolis (downtown terminal) and Mankato were operated daily, one of which was a parlor car limited. Local trains required four hours and five minutes for the 107-mile run. The limited train made no stops between Minneapolis and Northfield, and three stops between Northfield and Mankato. It left Mankato at 7:00 a.m. and Minneapolis at 5:00 p.m. with the running time being three hours and 25 minutes. Supplementary passenger service was provided between Minneapolis and Faribault. Two passenger trains were operated daily between Northfield and Randolph. Excursion trains were operated during the summer months. Some traffic was also generated during the summer month by people living in cottages on the various lakes. No mention was made of passenger service over the original line from 54th St., Minneapolis, to Auto Club Jct.

The next timetable reproduced is that effective April 27, 1916, after operations over the CGW Ry. had been discontinued. It does show how service over the original line from 54th St., Minneapolis, to Auto Club Jct. was operated.

DPEL

4 stations with platforms in Richfield

- Bachman (Henry) 62nd St
  city approval to cross Lyndale ave. 10-28-1913
- Goodspeed (Parker) 66th St.
- Irwin Everett B (father) John S (son) 72nd St
- Willson (Abel) 78th St

BETWEEN MINNEAPOLIS AND MANKATO
Time Table—SOUTH BOUND

Effective July 19, 1914 STATIONS	Distance from Mpls.	1 Pass. Local Daily	3 Pass. Local Daily	5 Pass. Local Daily	7 Pass. Local Daily	9 Pass. Local Daily	11 Pass. Local Daily	13 Pass. Local Daily	51 Freight Daily Except Sunday	301 Freight Daily Except Sunday
		AM	AM	AM	PM	PM	PM	PM	AM	AM
Lv **54th St., Mpls**	0.0	5.00	8.25	11.05	1.25	....	5.45	7.20	1.00	....
58th St., Mpls	0.5	f 5.01	f 8.26	f 11.06	f 1.26	....	f 5.46	f 7.21	f 1.01	....
Bachman	1.1	f 5.04	f 8.30	f 11.10	f 1.30	....	f 5.49	f 7.25	f 1.06	....
Goodspeed	1.7	f 5.05	f 8.31	f 11.11	f 1.31	....	f 5.50	f 7.26	f 1.07	....
Irwin	2.4	f 5.06	f 8.32	f 11.12	f 1.32	....	f 5.51	f 7.27	f 1.08	....
Wilson	3.2	f 5.07	f 8.35	f 11.15	f 1.35	....	f 5.53	f 7.30	f 1.11	....
Lynn Road	4.6	f 5.09	f 8.37	f 11.17	f 1.37	....	f 5.55	f 7.32	f 1.13	....
Oxboro Heath	5.4	f 5.10	f 8.40	f 11.20	f 1.40	....	f 5.58	f 7.35	f 1.25	....
Edgewood	6.0	f 5.11	f 8.41	f 11.21	f 1.41	....	f 5.59	f 7.36	f 1.26	....
Bloomington	6.7	f 5.13	f 8.43	f 11.24	f 1.44	....	f 6.00	f 7.39	f 1.35	....
Palmer	7.9	f 5.14	f 8.45	f 11.26	f 1.46	....	f 6.03	f 7.41	f 1.38	....
Bluff Park	8.9	f 5.18	f 8.47	f 11.28	f 1.48	....	f 6.05	f 7.43	f 1.45	....
Auto Club	10.2	f 5.22	f 8.51	f 11.32	f 1.51	....	f 6.09	f 7.46	f 1.50	....
Valley View	11.1	f 5.24	f 8.53	f 11.34	f 1.53	....	f 6.11	f 7.48	f 1.52	....
Savage	11.9	s 5.27	s 8.57	s 11.39	s 1.56	....	s 6.15	s 7.51	s 2.25	....
Foley	14.8	f 5.35	f 9.07	f 11.49	f 2.05	....	f 6.25	f 8.02	f 2.40	....
Orchard Gardens	16.2	f 5.39	f 9.11	f 11.53	f 2.09	....	f 6.29	f 8.06	f 2.44	....
Horseshoe Gardens	17.8	f 5.40	f 9.12	f 11.54	f 2.10	....	f 6.30	f 8.07	f 2.45	....
Orchard Lake	18.6	f 5.41	f 9.17	f 11.59	f 2.12	....	f 6.33	f 8.12	f 2.55	....
Oak Dale	21.0	f 5.42	f 9.18	f 12.00	f 2.13	....	f 6.34	f 8.13	f 2.56	....
Oak Glen	21.3	f 5.43	f 9.19	f 12.01	f 2.14	....	f 6.35	f 8.14	f 2.57	....
Summit	21.8	f 5.45	f 9.21	f 12.03	f 2.16	....	f 6.37	f 8.16	f 2.59	....
Antler's Park	22.7	f 5.49	f 9.28	f 12.10	f 2.20	....	f 6.41	f 8.24	f 3.06	....
Lakeville	23.8	s 5.55	s 9.34	s 12.14	s 2.22	....	s 6.46	s 8.30	s 3.35	....
Vrooman	24.5	....	f 9.39	f 12.19	f 2.27	....	f 6.51	f 8.31	f 3.40	....
Livingston	26.9	....	f 9.43	f 12.23	f 2.28	....	f 6.54	f 8.33	f 3.46	....
Pool's Crossing	27.7	....	f 9.45	f 12.25	f 2.30	....	f 6.56	f 8.35	f 3.48	....
Eureka Center	28.3	....	f 9.46	f 12.26	f 2.31	....	f 6.57	f 8.36	f 3.49	....
Forstrom	28.8	....	f 9.47	f 12.27	f 2.32	....	f 6.58	f 8.37	f 3.52	....
Christiana	30.0	....	f 9.49	f 12.29	f 2.33	....	f 6.59	f 8.39	f 3.56	....
Greenvale	31.5	....	f 9.52	f 12.32	f 2.35	....	f 7.01	f 8.42	f 3.58	....
Manhart	32.5	....	f 9.55	f 12.35	f 2.36	....	f 7.02	f 8.44	f 4.01	....
Balaclague	33.2	....	f 9.57	f 12.37	f 2.38	....	f 7.04	f 8.46	f 4.04	....
Shumway	33.6	....	f 9.58	f 12.38	f 2.39	....	f 7.05	f 8.47	f 4.09	....
Simpson Orchards	35.7	....	f 10.05	f 12.45	f 2.46	....	f 7.12	f 8.54	f 4.15	....
Northfield	38.2	....	s 10.15	s 12.55	s 2.55	s 2.55	s 7.30	s 9.03	4.25	5.35
Dundas	41.0	....	s 10.24	s 1.04		s 3.05	s 7.44	s 9.13		s 5.50
Little Prairie	44.5	....	f 10.32	f 1.12	....	f 3.13	f 7.51	f 9.20	....	....
Bridgewater	45.3	....	f 10.35	f 1.16	....	f 3.16	f 7.54	f 9.35	....	f 6.19
Scott's Mill	47.8	....	f 10.39	f 1.20	....	f 3.20	f 7.56	f 9.39	....	....
Tower City	50.6	....	f 10.41	f 1.22	....	f 3.22	f 7.57	f 9.41	....	....
Faribault	52.4	....	s 10.55	s 1.38	....	3.40	s 7.58	9.45	....	7.47
Sheffield Mill	55.7	....	f 11.07	f 1.52	....	....	f 8.09		....	f 8.30
Cannon Lake	58.7	....	f 11.13	f 1.58	....	....	f 8.15	....	....	....
Warsaw	61.7	....	f 11.19	f 2.05	....	....	f 8.21	....	....	f 8.50
Morristown	64.7	....	s 11.25	s 2.12	....	....	s 8.26	....	....	s 9.25
Waterville	70.7	....	s 11.38	s 2.25	....	....	s 8.39	....	....	s 9.56
Elysian	76.6	....	s 11.48	s 2.36	....	....	s 8.48	....	....	s 10.35
Greenland	79.1	....	f 11.54	f 2.42	....	....	f 8.52	....	....	f 10.45
Madison Lake	83.7	....	s 12.05	s 2.53	....	....	s 9.01	....	....	s 11.15
Hills Crossing	86.2	....	f 12.11	f 2.57	....	....	f 9.05	....	....	....
Watters	90.3	....	f 12.18	f 3.09	....	....	f 9.12	....	....	f 11.50
Benning	95.6	....	f 12.35	f 3.25	....	....	f 9.25	....	....	f 12.10
Ar Mankato	99.3	....	12.45	3 35	....	....	9.35	....	....	12.25

BETWEEN RANDOLPH AND NORTHFIELD
TIME TABLE—SOUTH BOUND.

	Distance from Randolph	201 Pass. Local Daily	203 Pass. Local Daily				205 Pass. Local Daily			301 Freight Daily Ex. Sun.
		AM	AM				PM			AM
Lv Randolph	0.0	8.00	9.55	....	....	....	6.35	....	....	4.30
Wallace	2.8	f 8.08	f 10.03	....	....	....	f 6.43	....	....	f 4.40
Waterford	6.8	f 8.16	f 10.11	....	....	....	f 6.51	....	....	f 4.55
Ar Northfield	8.9	8.20	10.15	....	....	....	6.55	....	....	5.10

Reference Marks: (f) Flag Stop. (s) Regular Stop.

Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Co.

(DAN PATCH LINES)

FREIGHT HANDLED BY STEAM POWER.

M. W. SAVAGE, President and Treasurer,
International Bldg, Minneapolis, Minn.
R. E. WEYER, Asst. to President, " "
W. J. MORRIS, Vice-President, " "
M. H. BOUTELLE, Secretary, 701 New York Life Bldg, "
GEO. O'ROURKE, Gen. Supt., Jewelers' Exchange Bldg, "

GEO. I. MYRON, General Freight and Passenger Agt.,
Jewelers' Exchange Bldg, Minneapolis, Minn.
R. E. SARTELL, Freight Claim Agent, " "
O. MOORE, Auditor, " "
O. JOHNSON, Car Service Agent, " "
H. E. JENSEN, Resident Engineer, " "

Trains marked * run daily; † daily, except Sunday. ■ Stops to leave passengers from Minneapolis. STANDARD—*Central time.*

.....	.....	13	11-31	9	7-29	5-27	3-25	1-23	21	Mls	*April* 27, 1916.	2-22	4-24	6-26	8-28	10	12-30	14-32	.....	.....
		P M	P M	P M	P M	A M	A M	A M			LEAVE] [ARRIVE	A M	A M	A M	Noon	P M	P M	P M		
		*7 00	*6 10	*5 15	*2 30	*11 10	*9 00	*7 30		0	**Minneapolis**	7 45	8 45	10 45	12 45	2 55	5 50	8 50		
		7 12	6 20	5 27	2 41	11 22	9 10	7 43		3.2	Luce Line Junction	7 32	8 33	10 32	12 31	2 41	5 36	8 36		
		– –	6 30	– –	2 52	11 33	– –	7 55		7.3	St. Louis Park	7 22	– –	10 23	– –	2 31	5 25	8 25		
		7 33	6 42	– –	3 05	11 45	– –	8 11		12.0	Cahill	7 05	– –	10 03	12 08	– –	5 10	8 10		
		7 37	6 48	– –	3 09	11 49	– –	8 18	A M	15.4	Bush Lake	*6 55	– –	9 53	11 59	– –	4 59	7 59		
			*6 20		*2 45	*11 15	*9 00	*7 35	†6 20	0	lve...**Fifty-fourth St**..arr.	7 20	8 40	10 20	12 25		5 25	8 30		
			6 31		2 56	11 26	9 11	7 46	6 30	3.2	Wilson	7 08	8 28	10 08	12 13		5 13	8 18		
			6 37		3 02	11 32	9 17	7 52	6 34	5.4	Oxboro Heath	7 02	8 22	10 02	12 07		5 07	8 11		
			6 41		3 06	11 36	9 21	7 56	6 37	6.7	Bloomington	6 58	8 18	9 58	12 03		5 03	8 06		
			6 55		3 15	11 45	9 30	8 05	6 45	10.2	arr..... **Auto Club** ....lve.	†6 50	*8 10	*9 50	*11 55		*4 55	*7 55		
		7 45	6 57	5 53	3 18	11 57	9 36	8 25	A M	17.6	lve..... **Auto Club** ....arr.	6 [illegible]	8 07	9 49	11 54	2 04	4 55	7 55		
		7 45	6 58	– –	3 20	11 58	– –	8 27		18.6	Valley View	6 46	– –	9 40	11 49	1 59	4 50	7 50		
		7 49	7 00	5 56	3 22	12 01	9 39	8 28		19.4	**Savage**	6 45	8 02	9 39	11 48	1 58	4 49	7 49		
		7 59	7 12	6 06	3 32	12 11	9 49	8 39		23.8	Orchard Gardens	6 32	7 53	9 27	11 40	1 50	4 41	7 41		
		8 01	7 14	– –	3 34	12 12	– –	8 40		25.4	Horseshoe Lake	6 29	– –	9 25	11 38	– –	4 39	7 39		
		8 07	7 18	6 11	3 40	12 19	9 56	8 46		26.2	Orchard Lake	6 28	7 49	9 23	11 36	1 46	4 37	7 37		
		8 09	7 21	– –	3 43	12 22	– –	8 49		28.5	Oak Dale	6 26	– –	9 16	11 31	– –	4 32	7 32		
		8 10	7 22	– –	3 44	12 23	– –	8 50		28.9	Oak Glen	6 25	– –	9 15	11 30	– –	4 31	7 31		
		8 11	7 23	– –	3 45	12 24	– –	8 51		29.4	Summit	6 24	– –	9 14	11 29	– –	4 30	7 30		
		8 15	7 29	6 17	3 48	12 27	10 02	8 52		30.0	Antlers Park	6 22	7 41	9 12	11 28	1 38	4 29	7 29		
		8 17	7 30	6 19	3 50	12 29	10 03	8 53		31.3	**Lakeville**	*6 20	7 39	9 11	11 26	1 36	4 27	7 27		
		8 19	P M	■ –	3 51	12 30	■ –	8 55		32.1	Vrooman	A M	– –	9 02	11 24	– –	4 24	7 24		
		8 23		■ –	3 56	12 35	■ –	9 00		33.4	Livingston		7 33	9 00	11 22	1 32	4 22	7 22		
		8 28		■ –	3 59	12 38	■ –	9 05		36.4	Forstrom		– –	8 54	11 18	– –	4 18	7 18		
		8 30		■ –	4 04	12 41	■ –	9 06		37.4	Christiana		– –	8 52	11 15	– –	4 16	7 16		
		8 35		■ –	4 11	12 47	■ –	9 11		40.1	Manhart		– –	8 43	11 10	– –	4 11	7 11		
		8 37		■ –	4 13	12 49	■ –	9 13		41.2	†..Shumway		– –	8 38	11 07	– –	4 07	7 07		
		8 45		6 45	4 20	1 00	10 30	9 20		45.3	**Northfield**		*7 15	*8 30	*11 00	*1 10	*4 00	*7 00		
		P M		P M	P M	P M	A M	A M			ARRIVE] [LEAVE		A M	A M	A M	P M	P M	P M		

Additional Train—Saturday and Sunday only, and daily if travel warrants, during Summer season a special train will leave Antlers Park 10 00 p.m., arriving Northfield 10 30 p.m. Returning, leaves Northfield 10 35 p.m., Antlers Park 11 05 p.m., arriving 54th Street 11 50 p.m. Departs from 54th Street 12 00 night, arriving Lakeville 12 45 night.

CARLOAD FREIGHT interchanged at Minneapolis with all lines diverging; at Luce Line Junction, Minn., with Electric Short Line Ry.; at Savage, Minn., with C. St. P. M. & O. Ry.; at Northfield, Minn., with Chicago Great Western R.R. L. C. L. freight interchanged at Minneapolis, Luce Line Junction, St. Louis Park, Savage, Lakeville and Northfield, Minn.

L'ANGUILLE RIVER RAILWAY COMPANY.

Max D. Miller, Vice-President and General Manager, Marianna, Ark.

Extends from **Marianna,**[1] Ark., to Deutsch, Ark. (2 miles). Operated for freight service only. *January*, 1916.

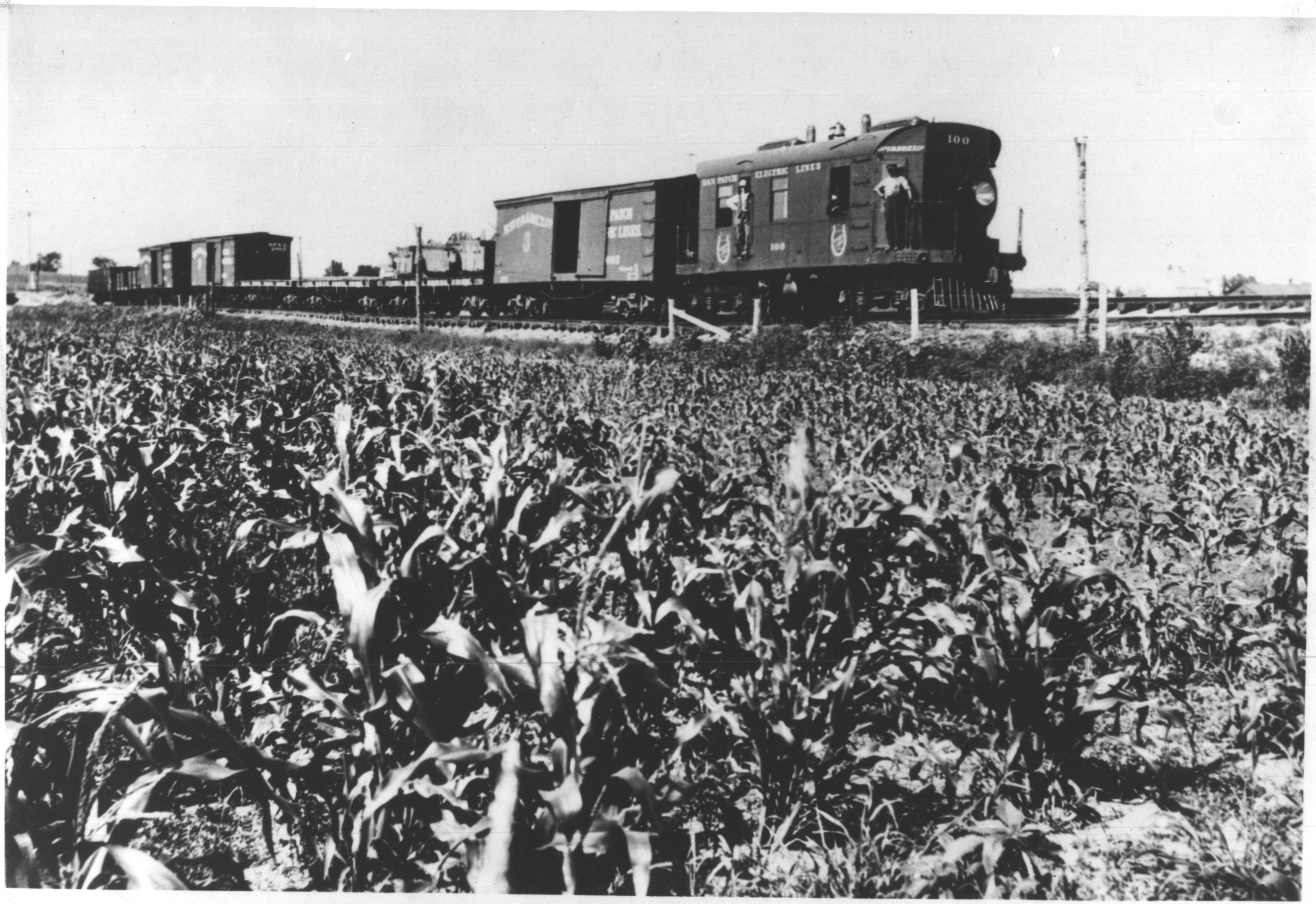
Connection.—[1] With St. Louis, Iron Mountain & Southern Ry.

PENSACOLA, ALABAMA & TENNESSEE RAILROAD.

Elwood McLaughlin, General Manager, Pensacola, Fla.

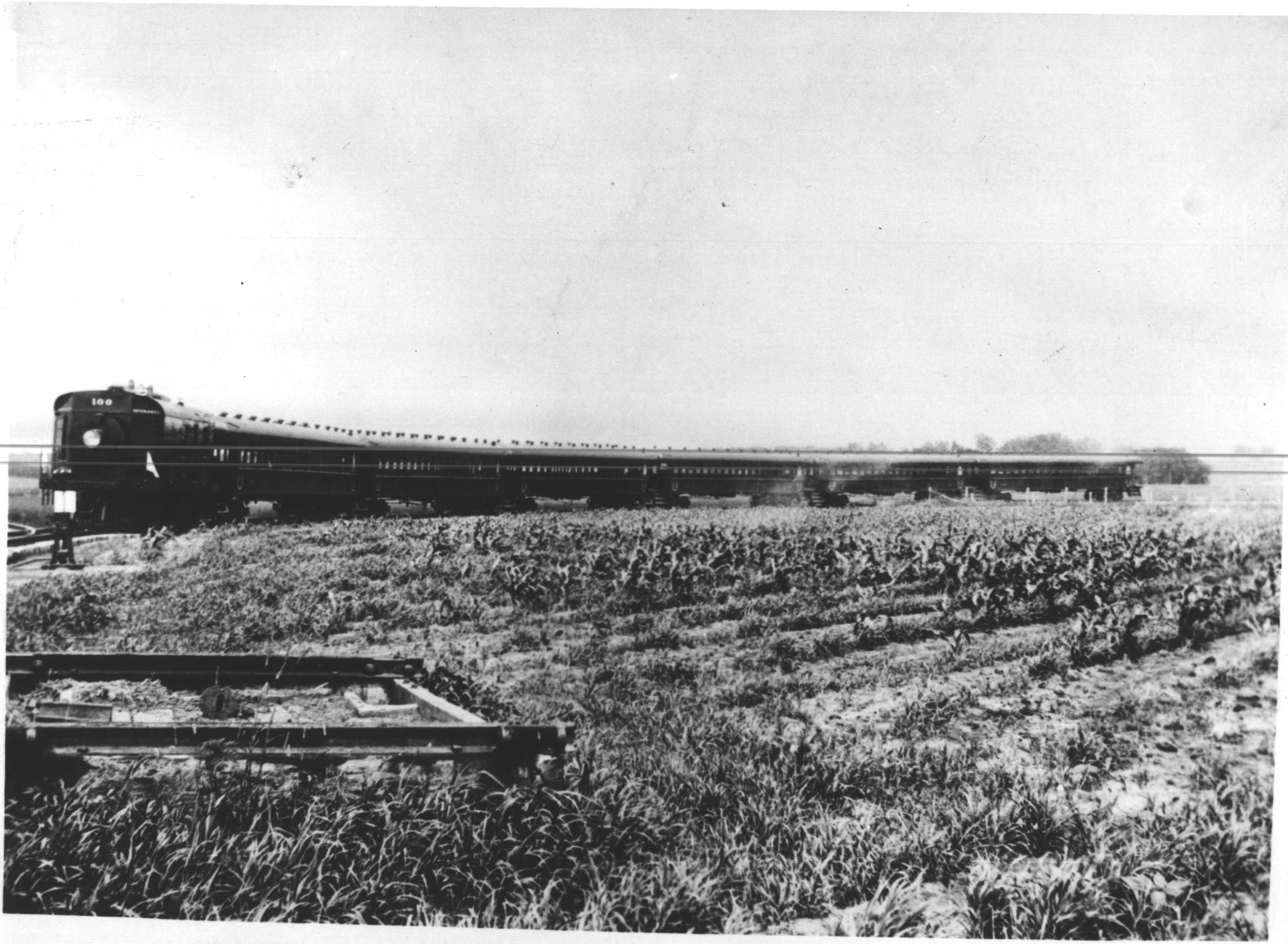
This road extends from **Pensacola**[1] to Millview (10 miles) and Muscogee (26 miles). *April*, 1916.

Connection.—[1] With Louisville & Nashville R.R.


100
DAN PATCH ELECTRIC LINES
100

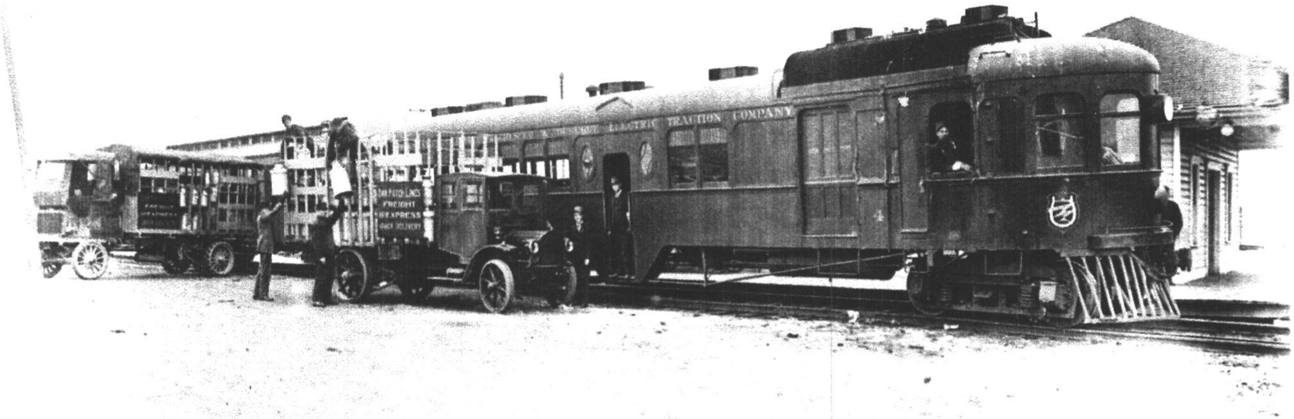
228461 TYPE 404-G-110-4-GE-205-D GAS ELECTRIC LOCOMOTIVE OPERATING IN FREIGHT SERVICE ON LINES OF THE MINNEAPOLIS, ST. PAUL, ROCHESTER AND DUBUQUE ELECTRIC TRACTION COMPANY

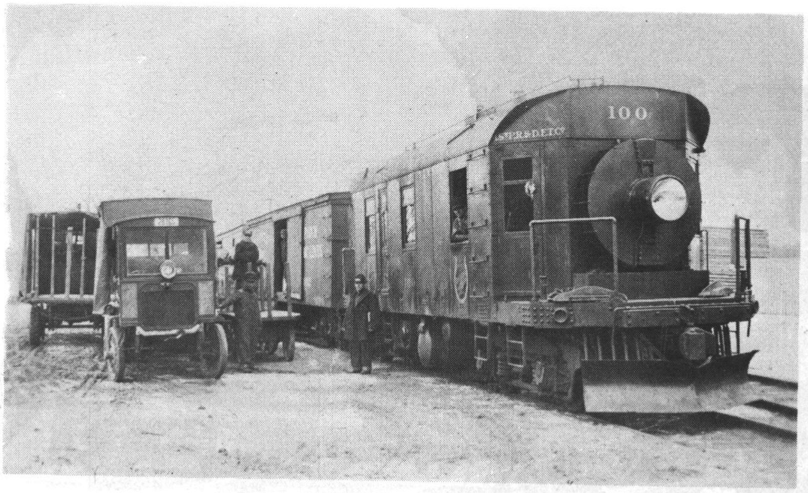
INDEX E-318.34



228462 TYPE 404-G-110-4-GE-205-D GAS ELECTRIC LOCOMOTIVE HAULING 6-CAR TRAIN ON LINES OF THE MINNEAPOLIS, ST. PAUL, ROCHESTER AND DUBUQUE ELECTRIC TRACTION COMPANY.

INDEX E-318.34


ELECTRIC TRACTION COMPANY
DAN PATCH LINES
FREIGHT
&EXPRESS
QUICK DELIVERY

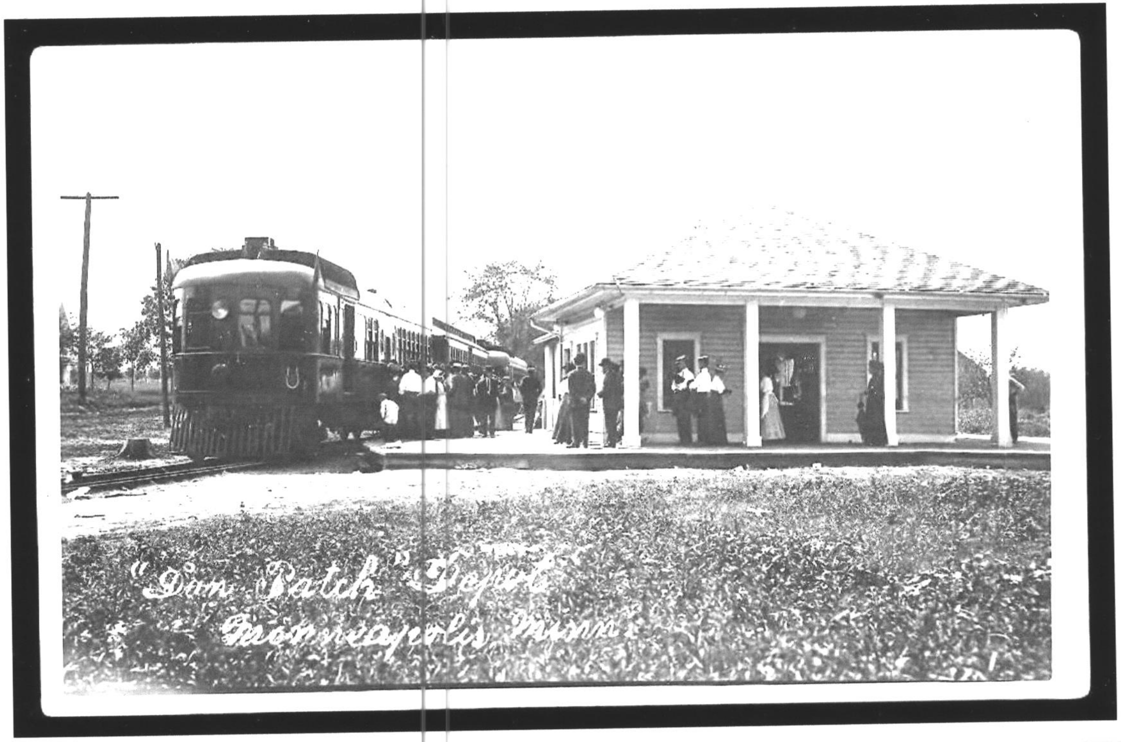


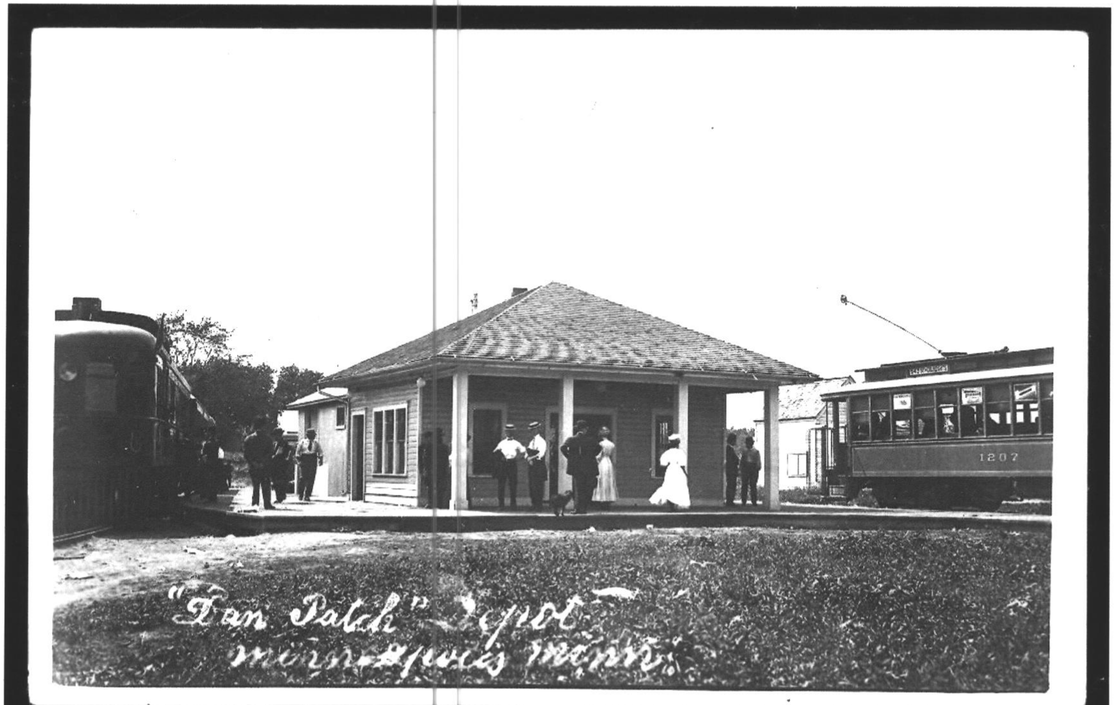
Navarro Fosse.

DAN PATCH
ELECTRIC
LINE

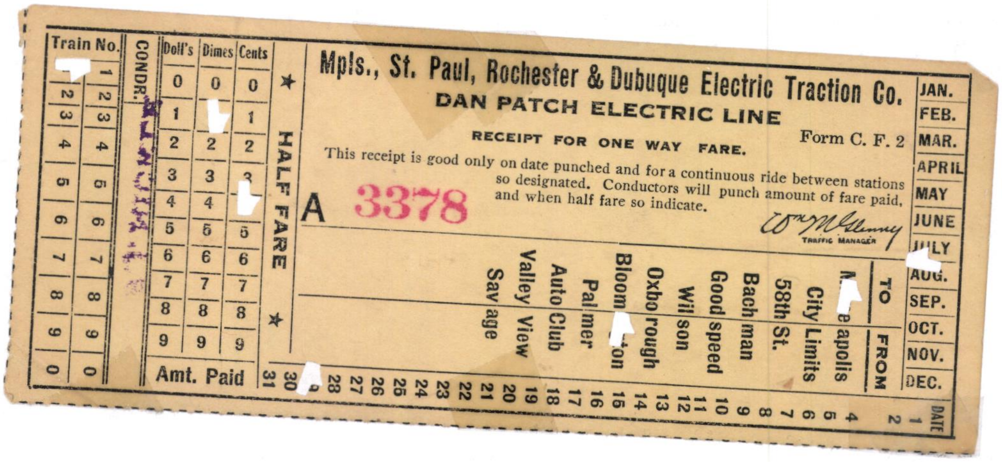
In April, 1911, Dan Patch Electric Lines has just opened its new terminal at 54th & Nicollet, Minneapolis. Dan Patch tracks (left) turn northwest into Diamond Lake road. Twin City Lines Car 1475 transfers passengers for Oxborough Heath, Bloomington, Auto Club, Savage and Antlers Park. Photo Courtesy of Mrs Mary Hale.

PV119ED
AVERY™


"Dan Patch" Depot
Minneapolis Minn.


1207
"Dan Patch" Depot
Minneapolis Minn.

POLY-VU
#PV119



Mpls., St. Paul, Rochester & Dubuque Electric Traction Co.
DAN PATCH ELECTRIC LINE
RECEIPT FOR ONE WAY FARE.
Form C. F. 2

This receipt is good only on date punched and for a continuous ride between stations so designated. Conductors will punch amount of fare paid, and when half fare so indicate.

A 3378

TRAFFIC MANAGER

JAN. FEB. MAR. APRIL MAY JUNE JULY AUG. SEP. OCT. NOV. DEC.

TO FROM

M eapolis
City Limits
58th St.
Bach man
Good speed
Wil son
Oxbo rough
Bloom ton
Pal mer
Auto Club
Valley View
Sav age

DATE 1 2 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 30 31

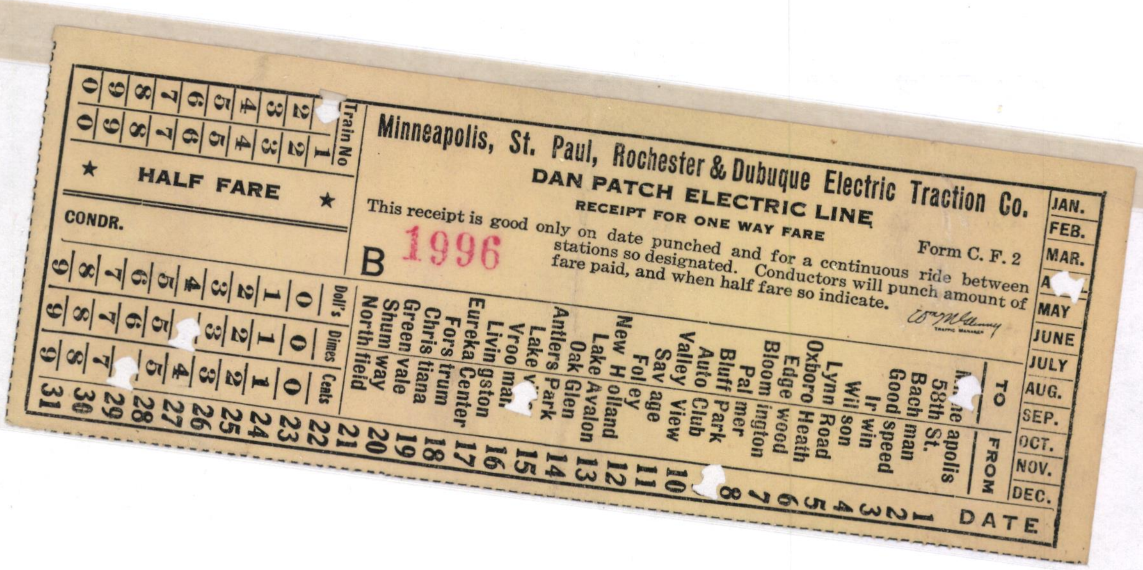
★ HALF FARE ★

Doll's	Dimes	Cents
0	0	0
1	1	1
2	2	2
3	3	3
4	4	4
5	5	5
6	6	6
7	7	7
8	8	8
9	9	9

Amt. Paid

CONDR.

Train No. 1 2 3 4 5 6 7 8 9 0 / 1 2 3 4 5 6 7 8 9 0



Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Co.
DAN PATCH ELECTRIC LINE
RECEIPT FOR ONE WAY FARE
Form C. F. 2

This receipt is good only on date punched and for a continuous ride between stations so designated. Conductors will punch amount of fare paid, and when half fare so indicate.

B 1996

TRAFFIC MANAGER

JAN. FEB. MAR. A MAY JUNE JULY AUG. SEP. OCT. NOV. DEC.

TO FROM

M eapolis
58th St.
Bach man
Good speed
Ir win
Wil son
Lynn Road
Oxboro Heath
Edge wood
Bloom ington
Pal mer
Bluff Park
Auto Club
Valley View
Sav age
Fol ey
New Holland
Lake Avalon
Oak Glen
Antlers Park
Lake V
Vroo man
Living ston
Eureka Center
Fors trum
Chris tiana
Green vale
Shum way
North field

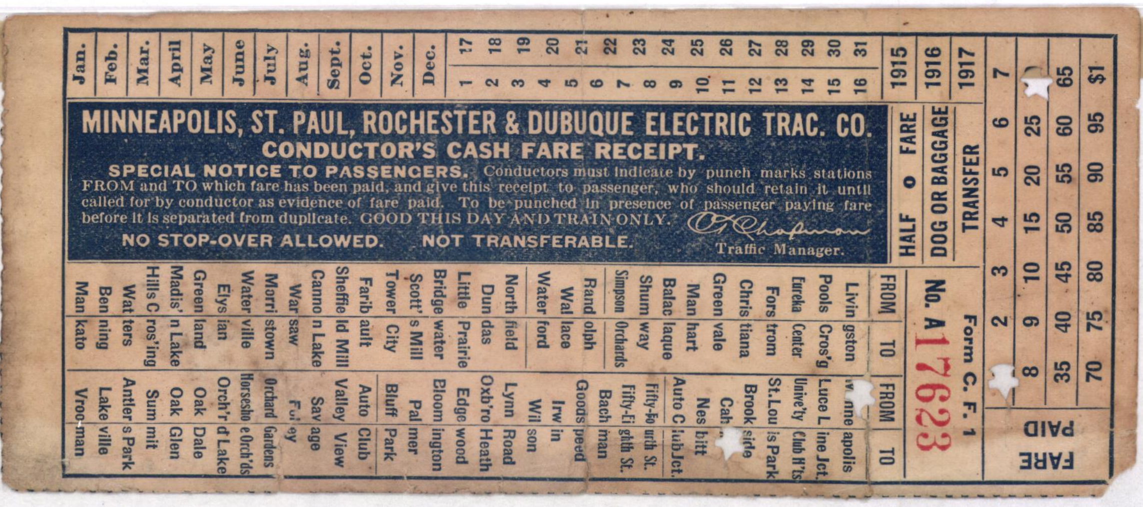
DATE 1 2 3 4 5 6 7 8 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

Doll's	Dimes	Cents
0	0	0
1	1	1
2	2	2
3	3	3
4	4	4
5	5	5
6	6	6
7	7	7
8	8	8
9	9	9

CONDR.

★ HALF FARE ★

Train No 1 2 3 4 5 6 7 8 9 0 / 2 3 4 5 6 7 8 9 0



MINNEAPOLIS, ST. PAUL, ROCHESTER & DUBUQUE ELECTRIC TRAC. CO.
CONDUCTOR'S CASH FARE RECEIPT.

SPECIAL NOTICE TO PASSENGERS. Conductors must indicate by punch marks stations FROM and TO which fare has been paid, and give this receipt to passenger, who should retain it until called for by conductor as evidence of fare paid. To be punched in presence of passenger paying fare before it is separated from duplicate. GOOD THIS DAY AND TRAIN ONLY.

NO STOP-OVER ALLOWED. NOT TRANSFERABLE.

Traffic Manager.

Jan. Feb. Mar. April May June July Aug. Sept. Oct. Nov. Dec.

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

1915 1916 1917

HALF ○ FARE
DOG OR BAGGAGE
TRANSFER

Form C. F. 1
No. A 17623

FARE PAID

2	3	4	5	6	7	
8	9	10	15	20	25	
35	40	45	50	55	60	65
70	75	80	85	90	95	$1

FROM	TO	FROM	TO
Living	ston	nne	apolis
Pools	Cros'g	Luce L	ine Jct.
Eureka	Center	Unive'ty	Club H'ts
Fors	trom	St. Lou	is Park
Chris	tiana	Brook	side
Green	vale	Cah	
Man	hart	Nes	bitt
Balac	laque	Auto C	lub Jct.
Shum	way	Fifty-Fo	urth St.
Simpson	Orchards	Fifty-Ei	ghth St.
Rand	olph	Bach	man
Wal	lace	Goods	peed
Water	ford	Irw	in
North	field	Wil	son
Dun	das	Lynn	Road
Little	Prairie	Oxb'ro	Heath
Bridge	water	Edge	wood
Scott'	s Mill	Bloom	ington
Tower	City	Pal	mer
Farib	ault	Bluff	Park
Sheffie	ld Mill	Auto	Club
Canno	n Lake	Valley	View
War	saw	Sav	age
Morri	stown	Fo	ey
Water	ville	Orchard	Gardens
Elys	ian	Horseshoe	Orch'ds
Green	land	Orch'rd	Lake
Madis'	n Lake	Oak	Dale
Hills C	ros'ing	Oak	Glen
Wat	ters	Sum	mit
Ben	ning	Antler	s Park
Man	kato	Lake	ville
		Vroo	man

K&M Company
TORRANCE, CA 90503

DAN PATCH ELECTRIC LINES
STATISTICS

	Year Ended 6/30/1911	Year Ended 6/30/1912	Year Ended 6/30/1913	Year Ended 6/30/1914	Year Ended 6/30/1915	Year Ended 6/30/1916	Year Ended 12/31/1916	Year Ended 12/31/1917
Revenue Passengers	99,602	232,071	309,372	372,395	431,749	357,122	155,298	145,133
Passenger Car Miles	66,421	163,153	205,102	263,559	361,551	480,501	167,539	114,879
Freight Car Miles	-	28,235	51,501	159,664	920,007	639,900	124,212	13,990
							(1)	(2)

(1) Last six months in Receivership.
(2) Receivership.

Employees (includes Construcction)				
Officers	5	5	5	5
Office Clerks	6	13	12	16
Maint.-Supt.	2	2	2	2
Maint-Empl.	36	23	31	46
Transp.-Supt.	1	1	1	1
Transp. Empl.	14	46	49	63
Totals	64	90	100	133

Stockholders	5,535	7,150	7,168	7,980	7,980

FINANCIALS

SELECTED FACTS PERTAINING TO THE
MINNEAPOLIS, St.PAUL, ROCHESTER & DUBUQUE ELECTRIC TRACTION CO.
FROM THE INTERSTATE COMMERCE COMMISSION VALUATION
AS OF JUNE 30, 1920

1. An audit report stated that the Minneapolis, Rochester & Dubuque Traction Company had spent $69,555.35 on right-of-way, grading and certain other expenditures.

2. The MStPR&DETCo. was incorporated in Maine during September 1907 and purchased the MR&DTCo. October 12, 1907.

3. Construction completion dates:

54th St.,Minneapolis to Savage	12.38 miles	7-1-1910
Savage to Northfield	24.96 miles	12-10-1910
	37.34 miles	
Auto Club to Luce Line Jct.	14.27 miles	7-1-1915
	51.61 miles	

4. Construction characteristics:
Grading: volume was comparatively heavy, average about 31,000 cu.yds. per mile, almost all common excavation.
Bridges: steel, through plate girder and I-beam type. Minnesota River: 250 l.f. through truss swing span, on three concrete-and-steel piers.
Cross Ties: about 2,700 per mile; cedar and tamarack with a small percentage of oak.
Track: new 80# rail; gravel ballast.

5. Bachman spur: 2,095 l.f. long built on land owned by Henry Bachman in exchange for certain grading work performed by him on the main line. In addition to Bachman, two small industrial concerns received carload deliveries.

6. Capital stock of $24,000 and funded debt of $200,000 were issued in November 1913 as partial payment for land for terminals in Minneapolis (Block 3, Camp & Walker Addition). Expenditures of $186,184.21 were incurred for construction of 3.06 miles of single track from Luce Line Jct. to 3rd Ave. N. and 7th St. N., Minneapolis. This was the second main track of the Electric Short Line Railroad (later Electric Short Line Terminal Co.). The right-of-way was owned by the Electric Short Line Railroad. "Operated under lease prior to 7-1-1917". Cost of freight house and office building erected on property not owned and not used by company on date of sale (8-6-1918) $20,812.86. Improvements to property operated under lease $18,859.21.

7. Three short pieces of track between its property and the line of the Electric Short Line Railroad Co. were built during 1914-1915 under provisions of a contract with the Electric Short Line Railroad granting trackage rights over 3.333 miles of double track from Luce Line Jct. to the passenger station at 3rd Ave. N. and 7th St. N., Minneapolis. If monthly rent was not paid within a certain period, ownership of these three pieces of track was to be forfeited to Electric Short Line Railroad. During the receivership the rent was not paid and forfeiture occurred.

8. About 13 miles of right-of-way and certain grading between Northfield and Faribault was performed. Present value as of 6-30-1920 was $29,850.

9. Real estate for Antlers Park, and improvements: $15,017.52; Sold by Receiver for about $16,000.

MStPR&DETCo Investment in Road and Equipment		
Interstate Commerce Commission Valuation Docket		
Dated June 30, 1920		
Purchase of MR&DTCo. October 12, 1907	500,000	
Additional Expenditures	53,759	
		553,759
Expenditures to 7-1-1914 to complete construction		2,435,720
Property to which company did not acquire title:		
Part of Block 3, Camp & Walker Addition, Minneapolis		
Capital Stock at Par Value	24,000	
Funded Debt at Par Value	200,000	
		224,000
Cost of Construction, ESL Terminal Co. second tra 3.06 miles		186,184
Discount on Capital Stock		52,528
Common Stock issued as a Bonus, Par Value		4,417,700
Expense and Commissions on Issuance and Sale of Securities		982,452
		8,852,345
Expenditures after 7-1-1914 for Construction		1,103,241
		9,955,586
Less: Retirements		(934,131)
		9,021,455
Additional Items:		
Discount on Funded Debt	20,527	
Expenses and Commissions on Sale of Capital Stock	10,655	
Improvements to Property operated under Lease	18,859	
Freight House and Office Building erected on property not owned and not used on date of sale	20,813	
		70,854
		9,092,300
Miscellaneous Physical Property		
Antler's Park		15,018
Part payment on carrier land (unidentified)		7,870
Balance at 12-31-1916		22,888
Funded Debt		
1st Mortgage 5% Bonds dated 1-1-1915 due 1-1-1925 Unmatured		949,058
Collaterail Trust 6% Notes dated 1-1-1915 due 1-1-1918 Matured, unpaid		555,986
		1,505,044

Agreement dated 11-20-1907 with International Securities Company, later renamed Electric Investments Company, appointed as exclusive agent for the sale of the entire issue of securities. This selling agent company was controlled by M.W.Savage, president of the MStPR&DETCo.

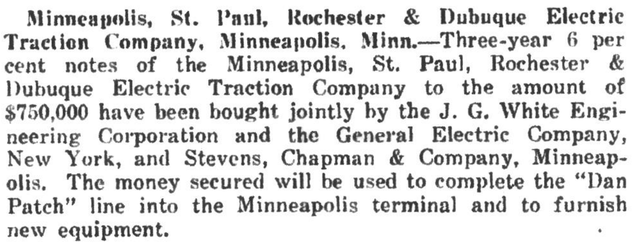
Cash commission or 25% of sales of Preferred Stock.

Common Stock to be issued as a bonus to purchasers of Preferred Stock.

Agreement continued until 7-2-1908 when this company agreed to pay the actual expenditures in connection with the sale of securities in lieu of the 25% cash commission.

MStPR&DETCo. defaulted on Interest payments so on 7-21-1916 the property was taken over by a Receiver. On order of the court 14.27 miles of road from Luce Line Jct. to Auto Club Jct. was sold to a committee representing the holders of the Collateral Trust Notes on 7-18-1918. On 8-6-1918 the balance of the road was sold to, and the entire road deeded to, the carrier (MN&S Ry.).

MStPR&DETCo.							
BALANCE SHEETS							
	6/30/1911	6/30/1912	6/30/1913	6/30/1914	6/30/1915	6/30/1916	12/31/1916
ASSETS							
Investment in Road & Equipment	5,589,957	6,441,981	7,347,536	8,855,620	9,302,933	9,599,606	9,785,163
Current Assets (1)	477,588	246,423	428,490	297,771	67,384	47,385	44,947
Preferred Stock MR&DTCo.	1,500	21,500	21,500	21,500			
Lands Owned-Misc.Property		16,023	16,661	24,493	24,695	24,638	24,638
Investment in Affiliiate-Stocks					3,250	3,250	3,250
Investment in Affiliate-Notes					3,833	3,833	3,833
Deferred Assets & Prepaid Insurance					6,922	12,097	11,665
Discount on Funded Debt					95,023	114,207	111,669
Property Abandoned (Oper.Exp.)					8,298		
Other Unadusted Debits					170,284	21,352	21,102
Total	6,069,045	6,725,927	7,814,186	9,199,384	9,682,622	9,826,368	10,006,267
LIABILITIES & CAPITAL							
Current Liabilities (2)	51,359	23,335	169,493	231,480	370,439	296,180	228,993
Funded Debt (3)				277,739	960,667	1,585,509	1,672,568
Accrued Taxes		1,855	2,590	3,134	8,694	19,677	20,121
Reserves		18,250	18,250	18,250	1,173		(1,919)
Accrued Depreciation					3,742	20,330	21,211
Other Unadjusted Credits					937	1,133	175,766
Preferred Stock (4)	2,188,000	2,500,600	2,959,200	3,480,800	3,382,706	3,401,293	3,401,540
CommonStock (5)	3,835,100	4,175,100	4,626,100	5,152,300	5,155,900	4,995,600	4,996,100
Surplus	(5,414)	6,787	38,553	35,680	(201,637)	(653,254)	(667,513)
Total	6,069,045	6,725,927	7,814,186	9,199,383	9,682,621	9,666,468	9,846,867
Discrepancy (Common Stock)						159,900	159,400
						9,826,368	10,006,267
(1) 6-30-1911: included Real Estate-Lots and Acreage at Antlers Park $16,119.							
(2) Comprised the following:							
Loans & Notes Payable	35,374	6,523	44,021	92,356	288,006	164,410	93,328
Accounts Payable						62,931	61,045
Acrrued Interest & Dividends						68,839	74,620
(3) Comprised the following:							
Equipment Obligations				27,450	28,966	9,774	9,099
Mortgage Bonds					417		
Collateral Trust Bonds					277,000	740,000	
Misc. Obligations				250,284	654,283	835,735	1,663,469
(4) Authorized $10,000,000.							
(5) Authorized $15,000,000.							



Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Company, Minneapolis, Minn.—Three-year 6 per cent notes of the Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Company to the amount of $750,000 have been bought jointly by the J. G. White Engineering Corporation and the General Electric Company, New York, and Stevens, Chapman & Company, Minneapolis. The money secured will be used to complete the "Dan Patch" line into the Minneapolis terminal and to furnish new equipment.

ERJ
6-5-15

MStPR&DETCo. RECEIVERSHIP					
BALANCE SHEETS					
	7/20/1916	12/31/1916			12/31/1917
ASSETS					
Investment in Road & Equipment	9,785,168	9,346,327			9,090,781
Misc. Physical Property	24,638	22,888			22,888
Investment in Affiliiated Companies:					
Stocks	3,250	3,250			3,250
Notes	3,833	3,833			3,833
Other Investments-Notes		5,629			5,629
	9,816,883	9,381,926			
Cash	3,625	108,836			
Special Deposits	6,603	6,728			
Loans & Notes Receivable	351	351			
Accounts Receivable	21,480	144,488			
Materials & Supplies	14,775	12,182			
Other Current Assets	(1,888)				
	44,947	272,586		Current Asset	281,630
Deferred Assets	8,429	2,705			
Unadjusted Debits					
Prepaid Insurance & Rents	3,236	1,490			3,560
Discount on Funded Debt	111,669	85,661			25,418
Other	21,102	3,165			4,134
	136,007	90,266			
Total	10,006,266	9,747,484			9,441,123
LIABILITIES & CAPITAL					
Capital Stock	8,557,040				
Common		5,155,500			4,996,100
Preferred		3,484,800			3,644,200
Funded Debt Unmatured	1,672,568	1,702,058			1,565,058
Current Liabilities				Total	315,247
Loans & Notes Payable	93,328	91,131		153,692	
Accounts & Wages Payable	48,409	63,472			
Misc. Accounts Payable	12,636				
Accrued interest	74,620	101,908		161,555	
	228,943	256,511			
Unadjusted Credits					
Tax Liability	20,121	2,865			1,708
Operating Reserves	(1,919)				
Accr. Depreciation Rd & Equip	21,211	14,138			7,261
Other	175,766	(1,689)			22,056
	215,179	15,314			
Profit & Loss Balance	(667,513)	(866,699)			(1,110,506)
Total	10,006,266	9,747,484			9,441,124

MStPR&DETrCo.	INVESTMENT IN ROAD AND EQUIPMENT				
		6/30/1911	6/30/1912	6/30/1913	6/30/1914
INVESTMENT IN ROAD					
Engineering and Superintendence		49,417	64,538	76,698	95,066
Right-of-Way	(2)	170,730	177,922	213,418	331,938
Other Land		5,939	8,932	29,262	259,623
Grading	(2)	292,983	366,812	377,043	585,682
Ballast		253	7,066	7,786	10,293
Ties	(2)	80,704	79,820	108,061	111,372
Rails		190,422	194,383	210,955	228,906
Special Work		8,767	9,579	11,163	15,450
Paving				30	30
Track Laying		68,933	89,500	112,484	137,810
Roadway Tools		1,220	1,417	1,603	1,613
Bridges, Trestles and Culverts		106,963	120,167	143,464	247,089
Crossings, Fences, Etc.		14,204	36,322	38,197	47,151
Signals		407	450	9,135	21,985
Telephone and Telegraph Lines		2,365	2,540	2,683	4,085
Shops and Carhouses		12,679	15,118	22,026	24,714
Stations and Waiting Rooms		4,260	9,440	11,281	13,028
Shop Equipment		1,653	1,955	2,750	3,275
Park and Resort Property		8,546	31,341	60,627	71,788
Cost of Road Purchased	(1) (2)	500,000	553,759	553,759	553,759
		1,520,444	1,771,062	1,992,426	2,744,656
INVESTMENT IN EQUIPMENT					
Cars		75,467	139,757	202,117	229,821
Locomotives				121	35,773
Electric Equipment of Cars		87,351	142,007	160,637	187,423
Other Rail Equipment		136	194	219	219
Miscellaneous Equipment			5,922	5,995	6,075
		162,954	287,880	369,089	459,312
GENERAL					
Law		35,387	46,456	57,539	69,923
Interest		4,584	1,868	1,982	7,624
Injuries and Damages		4,466	8,408	9,583	9,600
Taxes		4,299	5,817	7,689	9,344
Miscellaneous	(3)	3,857,823	4,320,489	4,909,228	5,555,161
		3,906,559	4,383,038	4,986,020	5,651,651
Total Investment		5,589,957	6,441,981	7,347,536	8,855,620
(1) 5,000 shares of stock issued to the					
MStPR&DTrCo in exchange for its property					
assets and franchise		500,000			
(2) Cash payments reclassified due to errors					
Right-of-Way			(30,448)		
Grading			(20,041)		
Ties			(3,270)		
			53,759		
(3) Includes Commissions on Sales of Stock:					
Cash Commissions		488,527	606,898	725,416	830,057
Common Stock Commissions		3,317,861	3,646,093	4,099,832	5,456,485
		3,806,388	4,252,991	4,825,248	6,286,542

MStPR&DETrCo.	INVESTMENT IN ROAD AND EQUIPMENT				
YEAR ENDED		WAY AND STRUCTURES	EQUIPMENT	GENERAL & MISC.	TOTAL
6/30/1914	Balances Forward	2,744,656	459,132	5,651,651	8,855,620
6/30/1915	Investment During Year	340,818	33,770	72,725	447,313
Todate		3,085,474	493,082	5,724,376	9,302,933
6/30/1916	New Lines and Extensions	100,864	138,635	(138)	239,360
6/30/1916	Additions and Betterments	8,359	49,579	(625)	57,313
Todate		3,194,697	681,296	5,723,613	9,599,606
The various report details are conflicting and confusing because of the 7-20-1916 Receivership.					
Difference (No detail or explanation)					(437,583)
7-20-1916 Receivership apparently starts with					9,162,023
12-31-1916 Additons and Retirements		178			178
12-31-1916 New Lines and Extensions		375,813	(213,570)	21,885	184,127
12-31-1916 Todate					9,346,327
12/31/1917	Additions and Betterments	(25,965)	(229,581)		(255,546)
12-31-1917 Todate					9,090,781

MStPR&DETCo.

INCOME & EXPENSE STATEMENTS

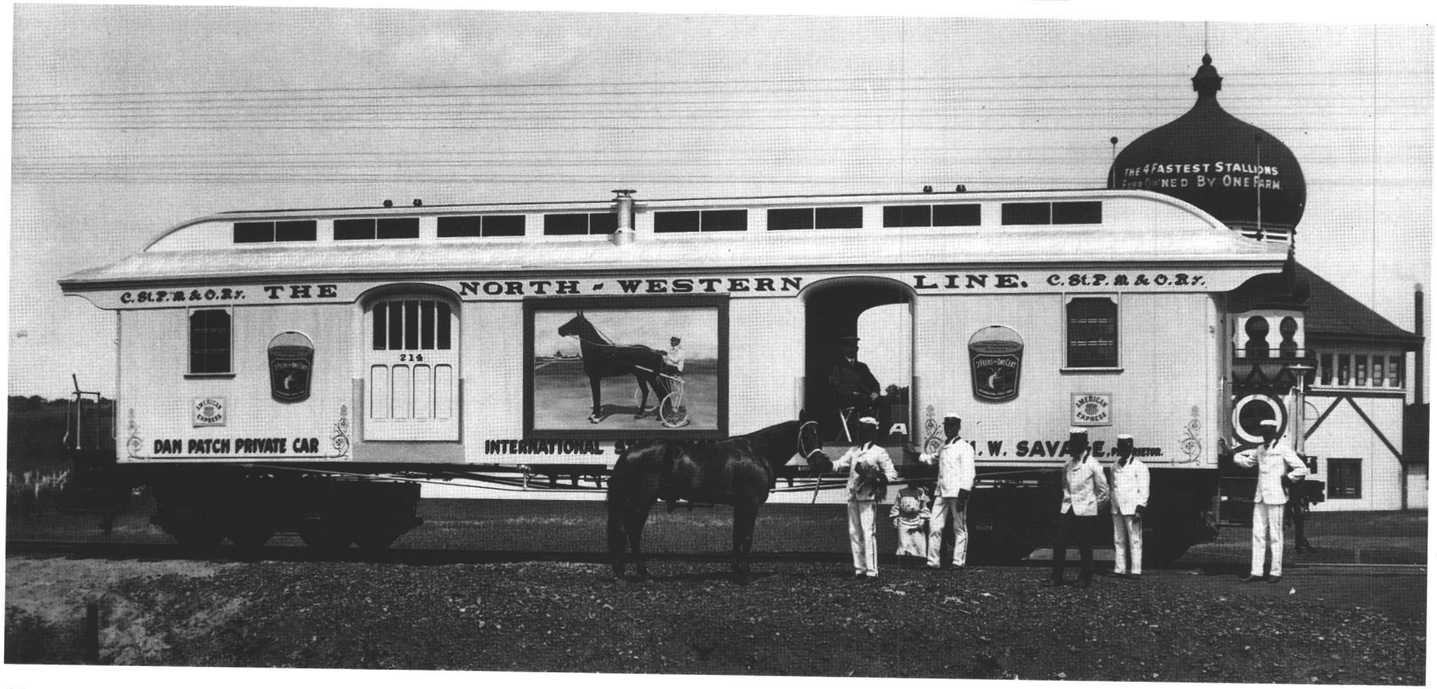
	Year Ended 6/30/1911	Year Ended 6/30/1912	Year Ended 6/30/1913	Year Ended 6/30/1914	Year Ended 6/30/1915	Year Ended 6/30/1916
OPERATING REVENUE						
Passenger	21,265	70,406	95,794	110,770	151,501	120,848
Freight		5,329	12,575	19,491	124,808	88,353
Milk		4,549	7,290	12,248	10,764	13,632
Special Car		405	710	1,851	947	1,897
Express		219	211	52	6,792	3,962
Mail					3,746	2,376
Baggage		4	23	144	1,000	501
Switching				1	4,808	3,668
Misc. Transportation	3	250	250	207	120	28
Other Operating (2)	26	137	584	1,468	18,061	23,946
Total	21,654	81,299	117,438	146,231	322,547	259,211
OPERATING EXPENSE						
Maintenance- Way & Structures	(5,383)	(10,168)	(8,076)	(11,240)	(65,668)	(42,619)
Maintenance-Eqiupment	(8,357)	(6,005)	(7,099)	(11,001)	(36,354)	(130,887)
Transportation	(17,394)	(29,773)	(47,834)	(69,138)	(193,191)	(146,730)
Traffic	(2,271)	(3,568)	(1,694)	(4,273)	(11,559)	(8,084)
General & Miscellaneous (1)	(5,694)	(10,338)	(11,021)	(36,641)	(132,487)	(106,066)
Transportation for Investment					3,506	1,002
Total	(39,099)	(59,851)	(75,723)	(132,294)	(435,754)	(433,883)
Operating Profit (Loss)	(17,445)	21,448	41,715	13,937	(113,207)	(174,172)
Interest Expense					(16,260)	(100,314)
Taxes	(407)	(3,820)	(5,394)		(18,659)	(13,457)
Land Dept. Expense (3)	12,438	(5,426)	(4,554)	(9,323)		
Non-Operating Income					78	172
Auxiliary Operations-Net Revenue					(6,895)	(3,763)
Deductions				(7,487)		
Hire of Equipment						
Rent of Leased Roads					(70,777)	(41,274)
Amortization of Discount on Funded Debt					(8,545)	(62,528)
Misc. Physical Property-(Net Loss)					(3,064)	(3,473)
Miscellaneous Rent						(1)
Unccollected Revenue						
Miscellaneous Debits					(11)	(281)
Net Profit (Loss)	(5,414)	12,202	31,766	(2,873)	(237,339)	(399,091)
Operating Ratio	181%	74%	64%	90%	135%	167%
(1) Includes Rent of Tracks & Terminals				(16,857)		
(2) Includes Demurrage, Rent of Tracks, Rent of Equipment					X	X
(3) Sales of Lots at Lake Marion and Antlers Park						

MStPR&DETCo.

INCOME & EXPENSE STATEMENTS

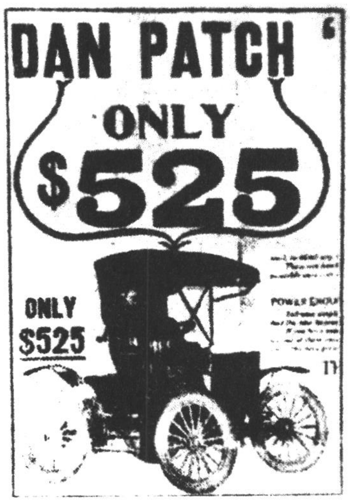
	1-1-1916 to 7/20/1916	7/21/1916 tc 12/31/1916 Receivership	Year Ended 12/31/1917 Receivership
OPERATING REVENUE			
Passenger	42,073	18,862	36,307
Freight	20,194	11,003	17,350
Milk	7,127	4,889	10,301
Express	566		
Mail	339		37
Baggage	104	9	24
Switching	292		
Misc. Transportation			85
Other Railway Operations (5)	13,247	10,763	1,787
Total	83,442	45,526	65,911
OPERATING EXPENSE			
Maintenance- Way & Structures	(12,841)	(6,370)	(14,768)
Maintenance-Eqiupment	(111,912)	(138,135)	(84,871)
Power	(24,545)		
Transportation	(39,238)	(23,117)	(44,245)
Traffic	(3,361)	(1,260)	(1,793)
General & Miscellaneous	(51,763)	(9,129)	(54,153)
Total	(243,661)	(178,011)	(109,740)
Operating Profit (Loss)	(159,719)	(132,485)	(133,829)
Interest Expense	(61,691)	(29,383)	(60,671)
Taxes	(4,557)	(1,877)	(3,046)
Non-Operating Income	163	1,100	8,209
Auxiliary Operations-Net Revenue	(1,369)		(286)
Hire of Equipment		(1,822)	(13,543)
Rent of Leased Roads	(6,294)	(4,460)	
Amortization of Discount on Funded Debt	(37,446)	(26,058)	(60,193)
Misc. Physical Property-(Net Loss)	(1,683)		
Miscellaneous Rent	(1)	(5)	32
Unccollectable Revenue		(78)	(131)
Miscellaneous Debits	(46)		
Net Profit (Loss)	(272,643)	(195,068)	(262,957)
Operating Ratio	292%	390%	303%
(5) Other Railway Operations			
Station & Car Privileges	910	41	
Parcel Room Receipts	5		
Storage	8	1	
Demurrage	245	384	
Rent of Tracks & Facilities	844	3,704	
Rent of Equipment	11,136	5,911	
Rent of Buildings & Property	898	415	
Miscellaneous	1	306	
Total	13,247	10,763	

BELOW: The Hudson Shops custom-built this traveling car for celebrated harness racer Dan Patch in 1902. Owned by Marion Savage, Dan Patch posed at his farm near Savage, Minnesota in July of 1904. Hibbard photo, courtesy Minnesota State Historical Society, 4783-B.


THE 4 FASTEST STALLIONS EVER OWNED BY ONE FARM
C.St.P.M.&O.Ry. THE NORTH-WESTERN LINE. C.St.P.M.&O.Ry.
214
DAN PATCH PRIVATE CAR
INTERNATIONAL S
M. W. SAVAGE, PROPRIETOR

Until Dan Patch was retired in 1910 he traveled to fairs and exhibitions all over the United States and Canada. In these travels Savage used two railroad cars. One was the private car MARIETTA occupied by himself and his family. The other was a baggage car leased from the CStPM&O Ry. which had been converted into a private car for Dan Patch, literally a horse's palace car. The car was painted white with gold lettering; four grooms dressed in white uniforms traveled with the horse.

For a time in 1910 Savage would also briefly join the fledgling automobile market when he purchased the entire factory output of an Indiana manufacturer—1500 cars. These vehicles included 2-cylinder "runabouts" priced from $475 to $750; a two-seated roadster, going at $1,400; a five-seated, four-cylinder passenger car for $1,850; and two- and four-ton trucks, priced to move at $1,000 for the former and $1,250 for the latter.


DAN PATCH
ONLY
$525
ONLY
$525

M. W. Savage's son Erle, who by this time was splitting his workload between Toronto and Minneapolis, was slated to manage this latest enterprise, though in an article announcing the business in the *Minneapolis Tribune*, it was stated that both Savages "are experienced motor car owners and drivers and the selection of the new line was based on their experience with many makes of cars in their own garages."

M.W. Savage Estate

International 1:55 Horse Farm

Erle Savage (1883-1952), the oldest son, carried on for a while with the International Stock Food Co. but had little interest in the horse farm. Harold Savage (1894-1977) the youngest son, was an avid horseman but too young to take over the operation. The farm was unable to sustain itself after the death of Dan Patch. Stables: (1) 1917 partially destroyed by fire, (2) 1922 fire destroyed main barn and most of what remained of the octagonal dome. Covered track: destroyed by a devastating windstorm "by this time".
The remaining standard-bred horses had to be auctioned off in 1919 to settle the estate; went to horsemen all over the world, including the Russian imperial government and New Zealand. Ownership of the land eventually changed. The outdoor track in the late 1920's was used for dog racing but local interest quickly died.

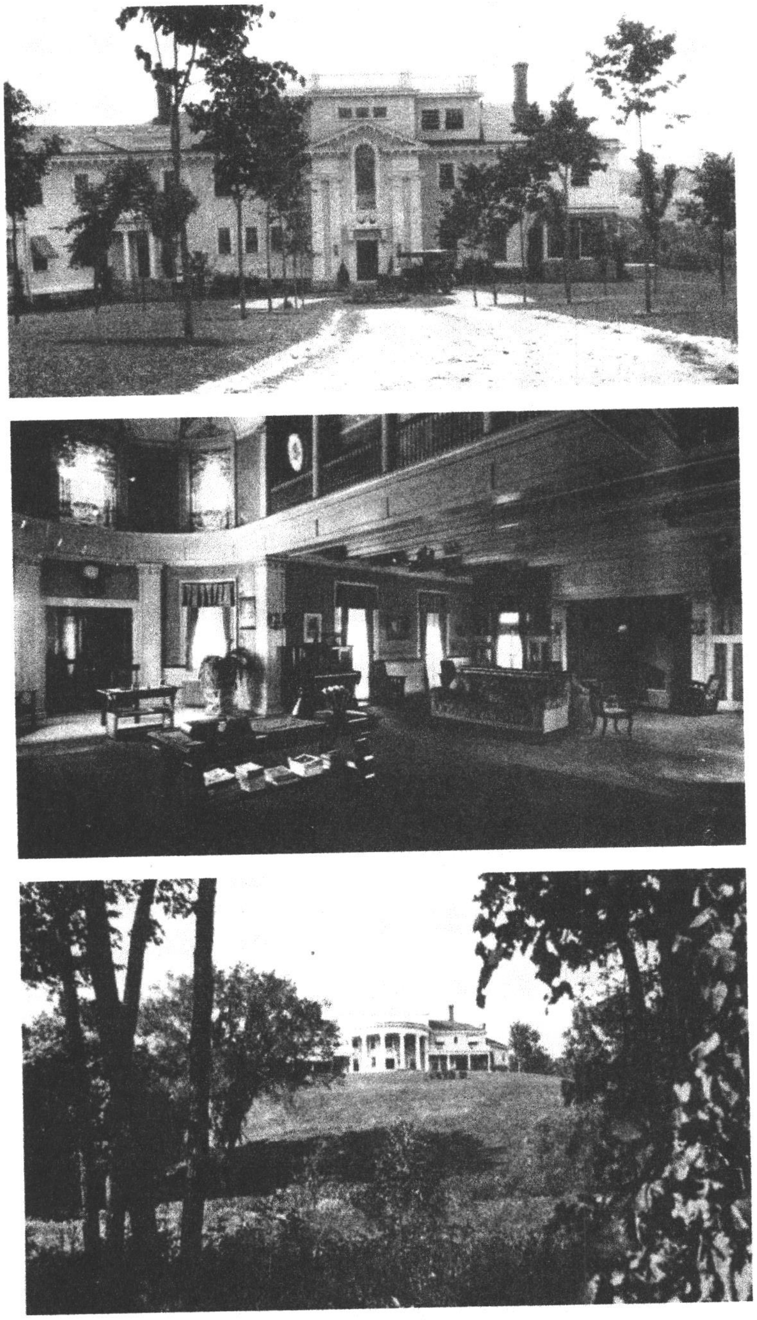
"Valley View" Summer Home

This was three-story and basement, 36 ft. x 115 ft., with the main hall 36 ft. x 87 ft. The Minnesota Masonic Home purchased the 271 acres from the estate in February, 1919, for $55,000. The purchase included the mansion home, furnishings, outbuildings, and all equipment on the property. The mansion was renamed "Ives Lodge" after Gideon Ives, masonic grand master, and opened as a retirement home for the elderly July 3, 1920. "Ives Lodge" was razed in 1950.

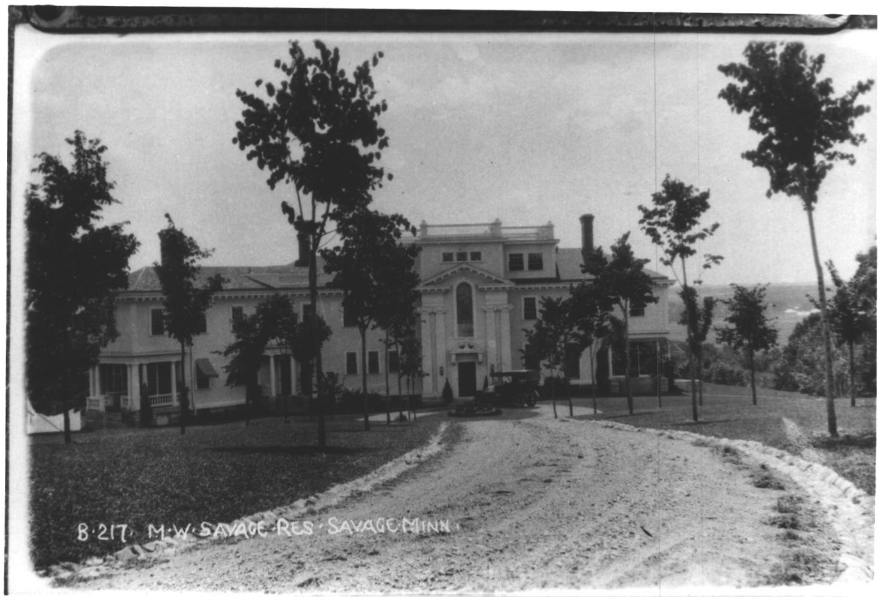
Exposition Building

One source says it [part?] was taken over by the U. S. Government in 1918 and converted into barracks for training the Student Army Training Corps. After the close of WWI the building languished. Another source says that Savage's companies vacated the building in 1935. Sold in 1940 to Tom Moore who demolished it to build his Coca Cola bottling plant on the site.

The Savage home on Portland Avenue in Minneapolis



Interior and exterior of Valley View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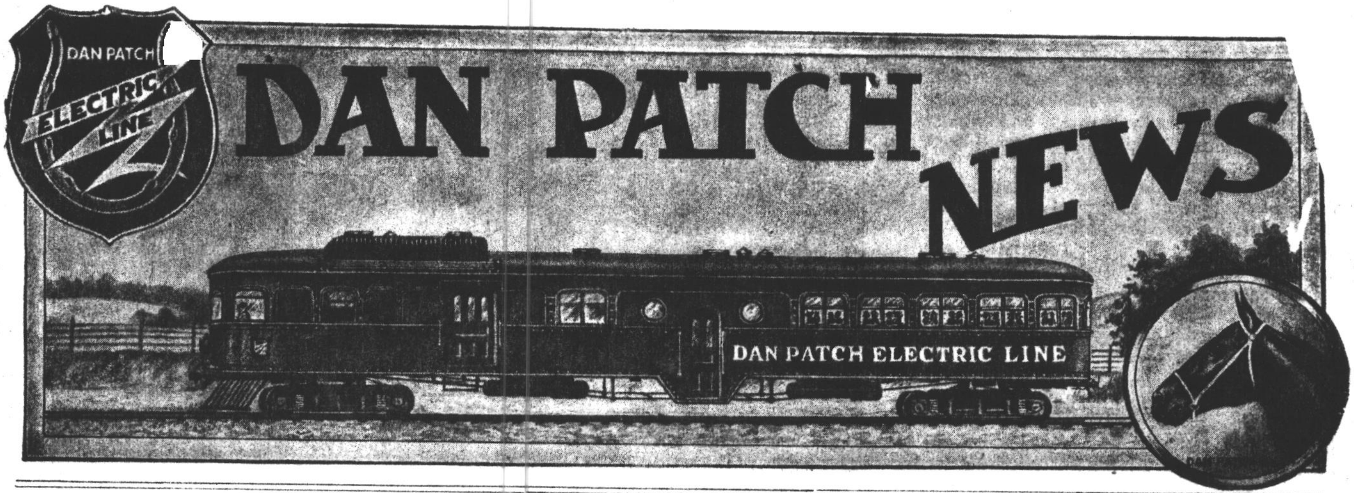
DAN PATCH NEWS



VOLUME 1 NUMBER 10 MINNEAPOLIS, MINN. PRICE 5c

FREIGHT BUSINESS ON THE DAN PATCH ELECTRIC LINE IS INCREASING.

Prompt Deliveries Make Service Popular.

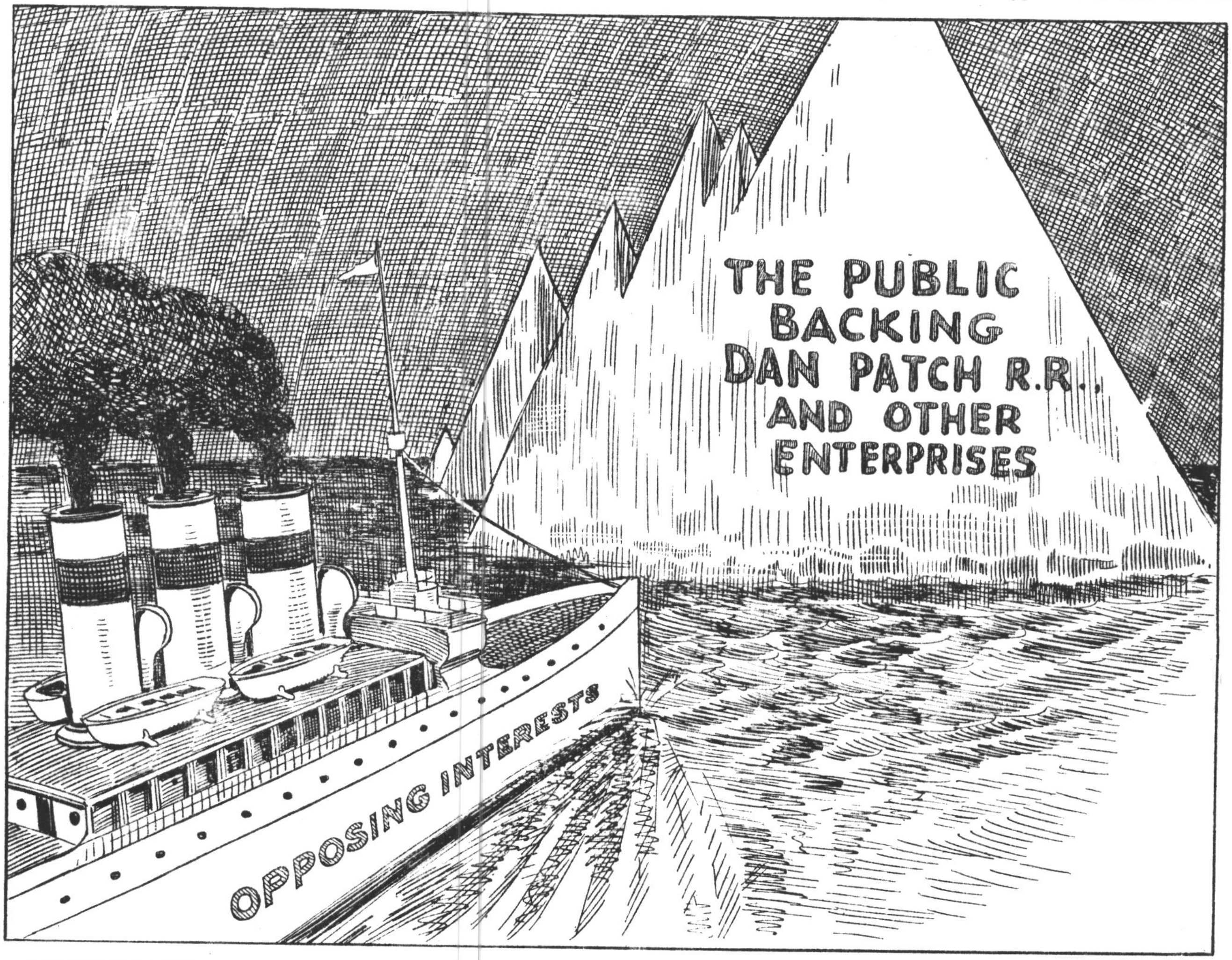
The freight equipment of the Dan Patch Electric Line is kept constantly on the move. Shippers all up and down the Line are coming more and more to appreciate the excellent service rendered and give preference to our company whenever possible. Agreements for the interchange of freight have been made with the steam roads so that the Dan Patch Electric Line can handle freight originating at or consigned to any point along its line.

Five Carloads Of Sugar Feed To Duluth.

During the past week five of our freight cars were loaded with one hundred tons of International Sugar Feed consigned to Duluth. The cargo was there unloaded and the cars reloaded with coal consigned to Northfield. The agreement of our company now has with the steam roads enables us to put these car load shipments from Duluth down at Northfield at a considerable saving in money to the shipper in addition to making more prompt delivery than any other road can make.

Prompt Delivery.

Anyone who does any great amount of shipping knows how hard it is to get cars when wanted, particularly during the busy season. The railroad companies apportion their cars among their patrons supposedly in an equitable manner, but it quite often happens that cars are not


THE PUBLIC BACKING DAN PATCH R.R. AND OTHER ENTERPRISES
OPPOSING INTERESTS
OPPOSING INTERESTS

THE SOLID BACKING OF THE DAN PATCH ELECTRIC LINE BY THE PEOPLE, IS TOO SUBSTANTIAL TO BE DISTURBED BY ANY OPPOSING INTEREST delivered for many days, even weeks, after they have been ordered. This quite naturally disgusts a shipper and causes him to give preference to the road that can deliver cars when wanted. The Dan Patch Electric Line now has sufficient freight equipment to supply the wants of its patrons on very short notice. The merchants at Northfield or Lakeville place an order with the jobber in Minneapolis in the morning and the shipment is put down at their door at noon; should the order be placed at noon it will be delivered in the evening.

Should the request be made for shipment over a steam road it is safe to say that on account of car shortage which is now a common complaint, transferring, etc., the shipment would not be delivered for days. The time and cost saved to shippers on the Dan Patch Electric Line has become so apparent to merchants along the Line that many who formerly bought of St. Paul jobbers have transferred their accounts to Minneapolis houses.

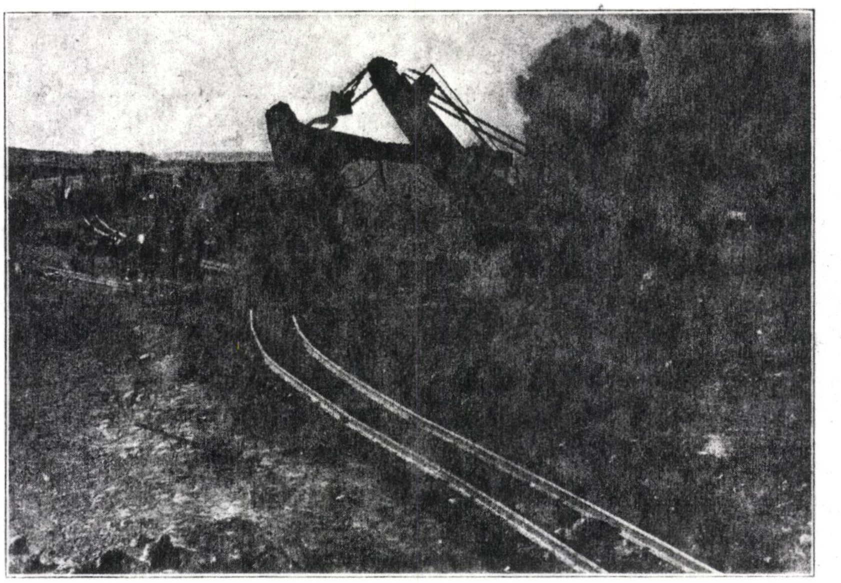
New Equipment Soon Needed.

If freight business keeps increasing as we have every reason to believe that it will, it will be necessary for us to add to our freight equipment very shortly. It is certain that with our present equipment we will not be able to handle the additional business that we will receive when our cars are in operation to Faribault and to our down town terminal in this city. Among the equipment soon needed will be a powerful electric locomotive which will be somewhat similar in type to those now in service in the New York terminals of some of the large Railroad systems entering that city.

FARIBAULT PROSPERING.

Evidence on All Sides of Its Growth.

There is no question but that Faribault is growing and booming. Evidences are to be seen on all sides, and the signs of continued prosperity are also to be seen. Among the improvements are seven blocks of paving, streets being graveled and rolled, new lights installed and other improvements of minor importance. Then there is the new armory soon to be erected, the new Elks' home, the start being already made on the excavation for the basement; the new postoffice, which is all up and ready for the interior finishing; the new main building for the school for the deaf. The city engineer's report for the past thirty days shows that twenty-eight permits were granted with a total valuation of $235,794. This does not include the buildings at the state's schools. The Shaft-Pierce Shoe company is enlarging its factory and output, putting into commission the Hill factory building that has stood idle so many years. The Sellner Woodcraft company is using the old Fleckenstein brewery building on Third street that has been idle for years also; in fact, every building and dwelling in the city is in use, and it is practically an impossibility to get houses or flats; even rooms are at a premium. Business is very good in all lines and Faribault surely lives up to the old slogan selected in the past, ''Faribault delivers the goods.''—Faribault, (Minn.) Journal. Wednesday, June 19, 1912.



A GIANT STEAM SHOVEL AT WORK.

This is a view of a giant Steam Shovel eating its way steadily through a cut on the Dan Patch Electric Line. All of these cuts are made wide enough for double tracking as we have an eye to the future as well as the present. We believe it to be only a question of time until the main line of the Dan Patch Electric Railroad will have to be double tracked in order to handle the traffic. The manner in which our construction work is done as shown in this picture is convincing proof that we are not building a trolley line but a high class Electric Railroad. We have eliminated all sharp curves and have reduced the grades to the minimum.

ANOTHER PEOPLE'S ENTERPRISE PAYING DIVIDENDS.

The International Sugar Feed No. Two Company Sends Out Dividend Checks.

We publish below one paragraph of a letter recently sent to all the Stockholders in The International Sugar Feed No. Two Company. This paragraph speaks for itself.

"Minneapolis, Minn.,
"Nov. 1st, 1912.

"To our Stockholders:—

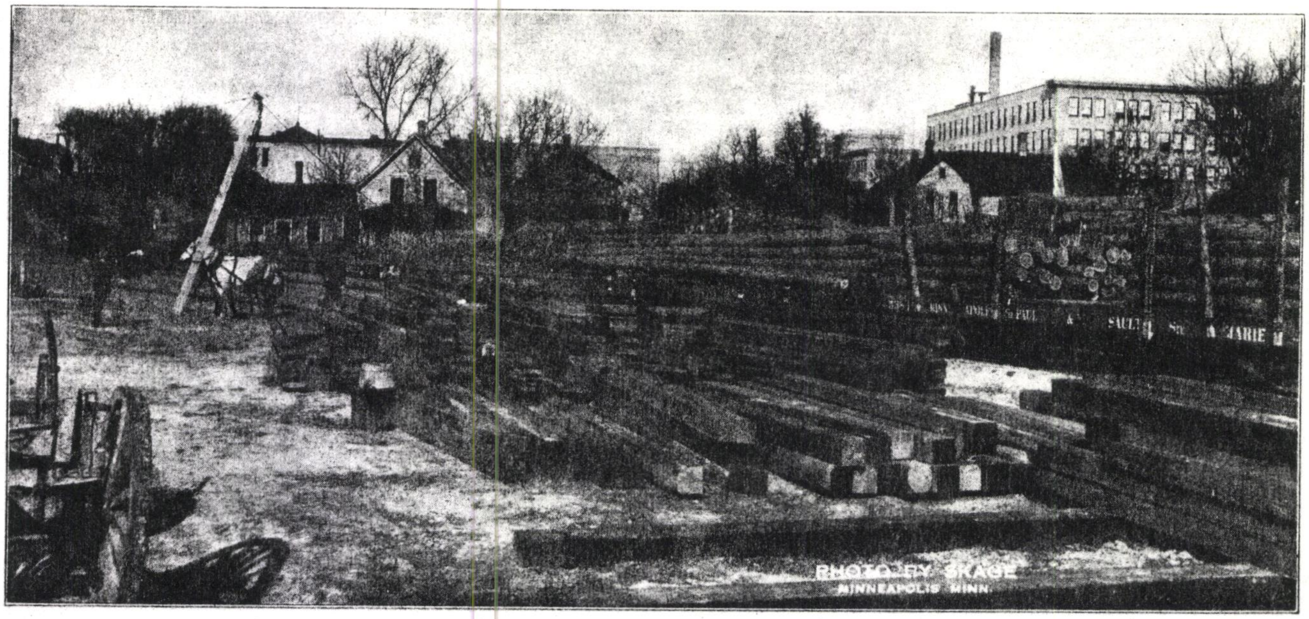
"It is with a great deal of pleasure that I am enclosing a check covering the first dividend upon your Preferred Stock in the International Sugar Feed No. Two Company. It is gratifying to all of us to have this new company lined up with the dividend payers, to have the assurance of careful and proper management and to be aware that all our companies are receiving the same careful management.

(Signed) "International Sugar Feed No. Two Co.
M. W. Savage,
President."

We presume that all our readers are aware that the stock in the International Sugar Feed Companies Nos. One and Two was sold under the same terms which the Dan Patch Electric Line stock is now offered, viz:—One Free Share of Common Stock with each share of Preferred. The No. One Company has paid 42 per cent in dividends in five years and has created an Eighty Thousand Dollar surplus. The No. Two Company, whose mill has been in operation a comparatively short time, has already paid one dividend and the business is steadily growing, promising greater things for the future.

Many people are sorry today that they didn't take advantage of their opportunity to get the Sugar Feed Stock when it was offered to them. We believe the same will be true of the Dan Patch Electric Line investment, some will keep putting it off and putting it off until it is too late. Then when it develops into a big money maker these "too late" fellows will be sorry and they will have themselves to thank.

The opportunity is now yours, but opportunity means action. The success that President Savage has met with in his other enterprises shows that his judgment is sound. He has advised his friends to buy; he has given them the facts that are certainly convincing to any fair minded man. He can do nothing more.



CONSTRUCTION TIMBER FOR THE DAN PATCH ELECTRIC LINE NOW BUILDING TO ITS NEW MINNEAPOLIS TERMINAL

The yards at Second and Aldrich Avenues North, Minneapolis, have been a very busy place the past month. The material for use in the construction of the approach to our new terminal is unloaded here and hauled by team a distance of about one mile where the work is now being done. Thousands of feet of timber was in the yard when the above picture was taken.

PROGRESS DURING THE PAST YEAR.

A Considerable Value Added to The Dan Patch Electric Line.

Now that the season of the year is fast approaching when outdoor work, in so rigorous and severe weather as that usually experienced during the winter months in Minnesota, can be carried on only under difficulties and at a considerable increase in cost, The Dan Patch Electric Railroad has begun to curtail its construction and improvement work. This will, from necessity, soon be entirely suspended until the early spring when the work will again be renewed with greater activity than ever before.

This does not mean that the work will be discontinued at once, for it is the intention to keep everything moving forward as long as the weather will permit its continuance without extra expense to the Company and hardship to the employes. We believe that it is fitting, therefore, that stockholders of the Company and other interested readers of the Dan Patch News should have a brief outline of what has been accomplished during the season that is now drawing to a close. Space will not permit of any great amount of detail and consequently the outline will be limited to a catalogue of the main accomplishments with little comment. A careful reading of this article will show that while no appreciable mileage has been added to our Road during the year, yet many needed improvements have been made all up and down the Line and a large amount of equipment added, so that today the property has probably just as considerable an increase in value over a year ago as tho several additional miles had been built, and the needed improvements and additions neglected.

The field has been cleared for action and everything is in readiness for a rapid expansion the coming year.

The Minneapolis Terminal.

The greatest single accomplishment in the development of the Dan Patch Electric Line since the organization of the company was the securing of the down town terminal in the heart of the wholesale and retail district of Minneapolis. The large and increasing traffic during the past summer, both in the passenger and freight department, fully demonstrated how impossible our present terminal arrangements are, and has made it imperative that a new terminal be secured.

Under our present arrangements our passengers are compelled to take a city car at our 54th Street station and travel a distance of about five miles before reaching the business district, the ultimate destination of at least a majority of them. We are also compelled to haul all freight the same distance by automobile trucks, at a considerable extra expense to the Company. As soon as our cars are in operation to our new terminal this inconvenience and expense will be entirely eliminated, meaning not only more business, but considerable more profit to the Company as well.

Varied and numerous interests were on the alert to block all plans for the entrance of our Road into the city, but by quiet, well directed work an entrance and terminal location were secured that are far better located than that of any of the steam roads entering this city. The value of this terminal lies not only in the strategic position from a business getting stand point of the property itself, but also in the manner in which the same is reached. Our terminal location is only 3 blocks from the business center of the city.

As explained in a previous issue of the Dan Patch News, our cars will be operated right into the heart of the city over a private right of way and no franchise will be asked or required. This places the Dan Patch Electric Railroad in the foremost ranks of Electric Interurbans of the country. So far as is known, and a thorough investigation has been made, not another operating Electric Interurban can claim as we do today a terminal in the heart of a city such as this, reached over a private right of way.

President Savage has in his files hundreds of congratulatory letters from bankers, business men and private individuals everywhere, commending his foresight in making such a valuable acquisition for the enterprise of which he is the founder and sponsor. It has been estimated by men who are advised and should know, that these terminal rights alone to the Dan Patch Electric Line should be worth all that is today invested in the entire road.

You will note the statement of a local business man in a letter shown elsewhere in this issue to the effect that when our cars are in operation to our down town terminal next summer our present railroad property should double in value.

Work Now Being Done.

The contract for the construction work on this right of way inside the city limits has been let and the work is being pushed forward with all possible speed. It will not be long until we hope to be able to announce the operation of our cars to this newly acquired terminal.

Our progress is being watched closely not only by our stockholders, but by the business men of Minneapolis, (many of whom are stockholders), and the various cities and towns touched by our Line. If this alone were all that we could point to as our accomplishment for the past season we believe that we could have reason to claim the time well spent and a work performed that is worthy of commendation.

The Omaha Crossing at Savage.

As explained in the letter of our chief engineer in the last issue of the Dan Patch News, an overhead crossing over the Omaha tracks at Savage was found to be feasible and carrying out President Savage's original plan to make every feature of the construction as substantial

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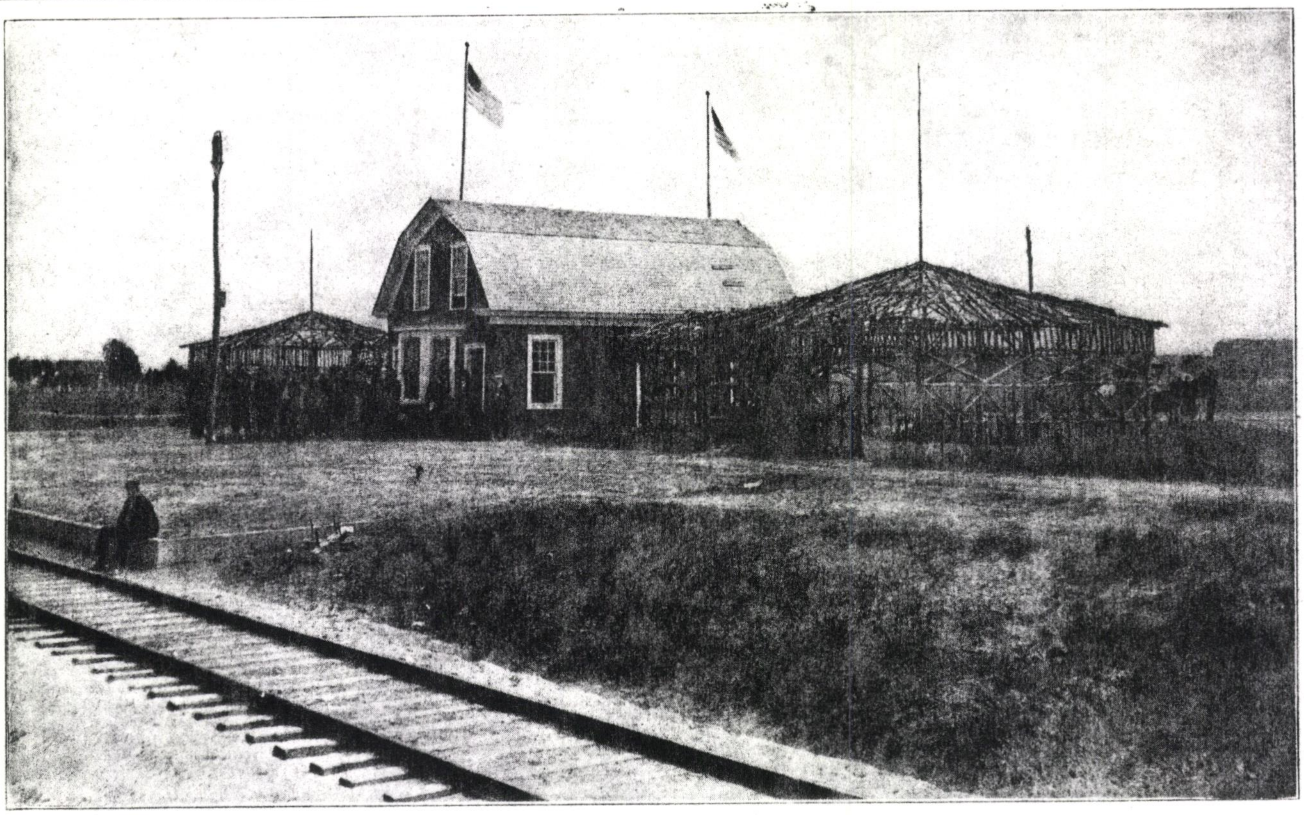


STATIONS AT ANTLERS PARK, THE SUMMER RESORT OWNED BY THE DAN PATCH ELECTRIC LINE.

This is a fair sample of the larger stations that have been constructed for the convenience of the passengers along the Dan Patch Electric Line. The station proper is constructed of stucco and has a commodious waiting room for passengers, a ticket office and rooms on the second floor for the use of employes. On either side of this station rustic waiting rooms are built and in the summer months will be covered with a foliage of vines. Everything possible is done for the convenience of our passengers, for it is upon their continued patronage that the success of our road depends.

A REVIEW OF THE PAST YEAR.

by

DOW S. SMITH,

General Manager.

A review and analysis of the work accomplished and progress made by the Dan Patch Electric Line during the past year, would seem satisfactory. Here and there, there may be an occasional person, somewhat restless, that the development to an operating state has not been more rapid, but railroad authorities, and those fully acquainted with the facts, regard the results of the past twelve months, all things considered, a little less than remarkable.

When it is considered that no money has been expended except as it became available through stock subscription, that the Dan Patch Line is without any fixed charges or bonded indebtedness, yet the property holdings of the company are worth practically double what they were a little over a year ago, the concrete result of the work of the past year can, perhaps, be better understood.

With practically little or no additional expenditures, the Dan Patch Line secured practically a perpetual private right-of-way into a terminal within three blocks of the very heart of the retail district of Minneapolis. To acquire a similar right-of-way, with equal advantages, aside from the one secured, today would doubtless cost a new railroad entering Minneapolis, $1,500,000. To be sure, trackage and terminal buildings will have to be built along about seven miles of this and a connecting right-of-way, but such construction will only add to its valuation.

Now that the national election is over, I predict a great onrush in the volume of business that has been held in check during the past several months, for reasons unknown, yet a situation that is characteristic just previous to the election of a new President of the United States and a new Congress. This prediction is made with the belief in view that as soon as the Dan Patch Electric Line is operating its trains into its new down town Minneapolis terminal and into the cities of Faribault and Owatonna the volume of business offered it, will be all that it can attend to and very profitable.

Railroad Business Immense.

Precedent and the greatly increased volume of traffic that the Dan Patch Line has experienced during the past year, and in fact that all railroads have experienced, shows an ever growing volume that requires the railroads and especially the electric suburban railroads to exert every effort in the mat of development and added facilities to handle with efficiency, promptness and at the same time, economy.

The amount of freight traffic that moved on the railroads of the United States in 1910 as against 1900, showed an increase of 45 per cent; while the freight revenue increased 42 per cent; the passenger density was 66 per cent greater in 1911 than in 1900; and the passenger revenue grew 51 per cent.

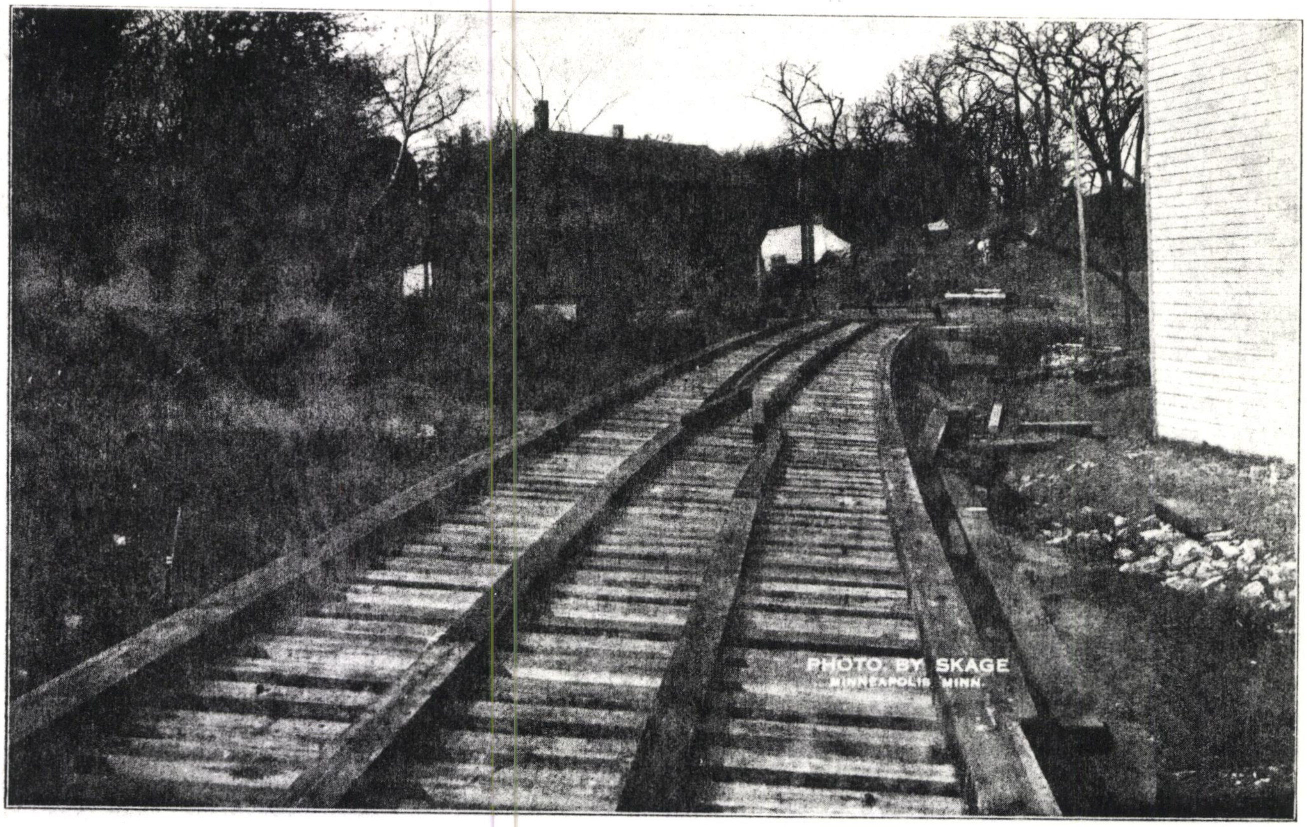
These are healthy indications. They show a constant and steady increase in the amount of work that is demanded of the railroads. They fairly measure the job that is laid down for the railroads to do by the advance in the growth and expansion of business in the United States.

The demands for this service, however, have grown more and more exacting as year has followed year. In 1900 the railroads of the country had to move 1,863 tons of freight, one mile for every inhabitant of the country. In 1910 the people needed the movement of 2,773 tons.

This shows the traffic demands that have made upon the railroads as public carriers of freight. In the same time, the railroads have had an equal demand for passenger service. In 1900, the average distance each inhabitant traveled by train was 211 miles. In 1910 it was 352.

The railroads have met these demands, first, by building more railroads. That alone, however, was not nearly enough to care for the service demanded. Ten years ago, for every 1,000 miles of track, there were 7,092 freight cars, 180 passenger cars and 195 locomotives. Now there are 8,900 freight cars, 195 passenger cars and 245 locomotives.

In the meantime, the capacity of the freight cars has increased from less than twenty-five tons to more than thirty-six; the locomotives have more



BUILDING IN THE CITY LIMITS OVER PRIVATE RIGHT OF WAY. READY FOR THE RAILS.
A portion of our construction work inside the city limits of Minneapolis is already completed as shown in the above. On the brow of the hill in the back ground may be seen the camp of the grading crew. When this picture was taken the grading was just begun. The contractors plan to move considerable dirt before the fall work is discontinued.

than doubled in tractive power; and the passenger cars have increased about twenty per cent in average seating capacity.

Suburban Traffic Most Important.

The needs of through and suburban passengers are widely different. The electric suburban railroad has advantages over the steam road in many ways, including the fact that a suburban patronage constitutes a steady and reliable volume, while the passenger traffic of a longer line with less trains, cannot be considered to strike the same reliable average month in and month out.

The suburbanite must daily go to and from his home and daily place of business, while the tourist is not obliged to go visiting and sight seeing. Then again, the suburban electric line, such as the Dan Patch, not only operates its trains cheaper, but its cost per capita in carrying passengers is much less, for rarely do its suburban passengers carry any baggage. Therefore, the cost of handling baggage, 150 pounds of which must be carried free for each passenger on a through line, is practically eliminated with the suburban line.

Where both through and suburban passengers and business have to be handled in the same city terminal, complications in the design of that terminal arise. The simple, but imperative, requirements of the commuter, with a newspaper under one arm and a package of garden seeds under the other, are satisfied when he has an ample concourse through which he can get to a train whose schedule he knows to a second.

He buys a commutation ticket once or twice a month; he has no baggage to carry or check; and if the railway will furnish him the means of getting home to dinner comfortably and on time, he will be pretty well pleased. But the railway man knows that if a single suburban train is late on a single evening, the railway management will be eviscerated at twilight in the bosom of many commuting families.

Therefore, if you shall note two steam trains racing for a cross-over, one a limited pulled by a leviathan locomotive and equipped with all the modern luxuries of maid, valet, barber, bath and music-box, and the other, even the old style humble suburban steam train, hauled by an engine of the "teakettle" type, you shall see the through train slow up and give the sprinting teakettle the right-of-way.

It Costs Money To Handle Baggage.

As stated above, an important expense to steam railroad operation, that is practically eliminated in electric suburban train operation, is the item of handling baggage.

The railways of Europe make a regular charge for hauling baggage, the same as freight and express, and if one has an idea that this item of cost in the operation of a railroad is inconsequential, I can disabuse his mind of that fact very readily.

The railways of the United States carry a free maximum of one hundred and fifty pounds for each person. This causes the baggage traffic here to be heavy. The number of pieces checked through the Pennsylvannia Station at New York last year, was one million five hundred and twenty thousand, for four thousand two hundred a day; through the Boston South Station, one million eight hundred and thirty-two thousand five hundred and ninety-three, or over five thousand per day; through the Kansas City Union Station, two million two hundred thousand, or over six thousand a day.

While the Kansas City Station handled only two fifths as many passengers as the Pennsylvannia Station, and only one ninth as many as the South Station, it handled more baggage than either. This was because while the large Eastern stations handled millions of commuters, practically all using the Kansas City Station were through passengers, many of whom changed trains.

It is these and other important factors and added expenses that have arisen, which have turned the eyes of discriminating investors in railroad stocks, toward the suburban electric railroad. The discovery of the practical means by which the gas electric car can be utilized to more economic advantages in suburban railroad traffic, wherever steam is now the motive power; the popular demand finding expression through the government and city regulations for an abatement of the smoke nuisance incident to the steam locomotive, and the recognition of the need, through the great increased volume of traffic for a speedier and more frequent service than apparently is possible with the present system of steam railroading.

(Continued on page 9)

EDITORIAL
DAN
DAN PATCH NEWS
DAN PATCH
ELECTRIC
LINE

DAN PATCH NEWS
Published Monthly by
DAN PATCH PUBLISHING CO.
MINNEAPOLIS

TERMS OF SUBSCRIPTION
Single Copy - - - - - 5c
One Year - - - - - - - 50c

ADVERTISING RATES MADE KNOWN ON APPLICATION
CIRCULATION 25,000—PROVEN OR NO PAY

STOCK SALES INCREASING. THE DAN PATCH ELECTRIC LINE MAKING A REMARKABLE SHOWING.

We are pleased to be able to report nearly a third more stock sales the past month than during any previous month of the year. This is a record of which we have reason to be proud. It corroborates our statement that investors are coming more and more every day to realize the possibilities of this permanent, promising, growing enterprise and are glad of an opportunity to get an interest in it. They appreciate the fact that the time is fast approaching when our present offer must be withdrawn and the chance to get the voting stock in this high class electric railroad under our present terms lost forever.

Construction Work on Terminal Being Pushed.

The acquiring of our new terminal has placed The Dan Patch Electric Line in the front ranks of the Electric Railroads of the country and has attracted interest in this investment from quarters where it was not thought of before. Those who are in a position to know estimate that the value of our property will more than double when our first car is in operation to this new terminal. Believing this to be true, we are pushing the construction work forward on the approach to our terminal with the greatest possible speed.

Big Earning Possibilities.

There is today a much greater money value back of our stock than at any time in the past. Investors now have not only an assurance of the tremendous dividend paying possibilities of this investment, but this added value gives an assurance of safety as well. We believe that no fair minded man can today question the earning possibilities of our line. The figures recently made public conclusively proving that for the present year the road is showing a remarkable net earning are an indication of what may be expected in the future.

An Immense Freight and Passenger Business Ahead Of Us.

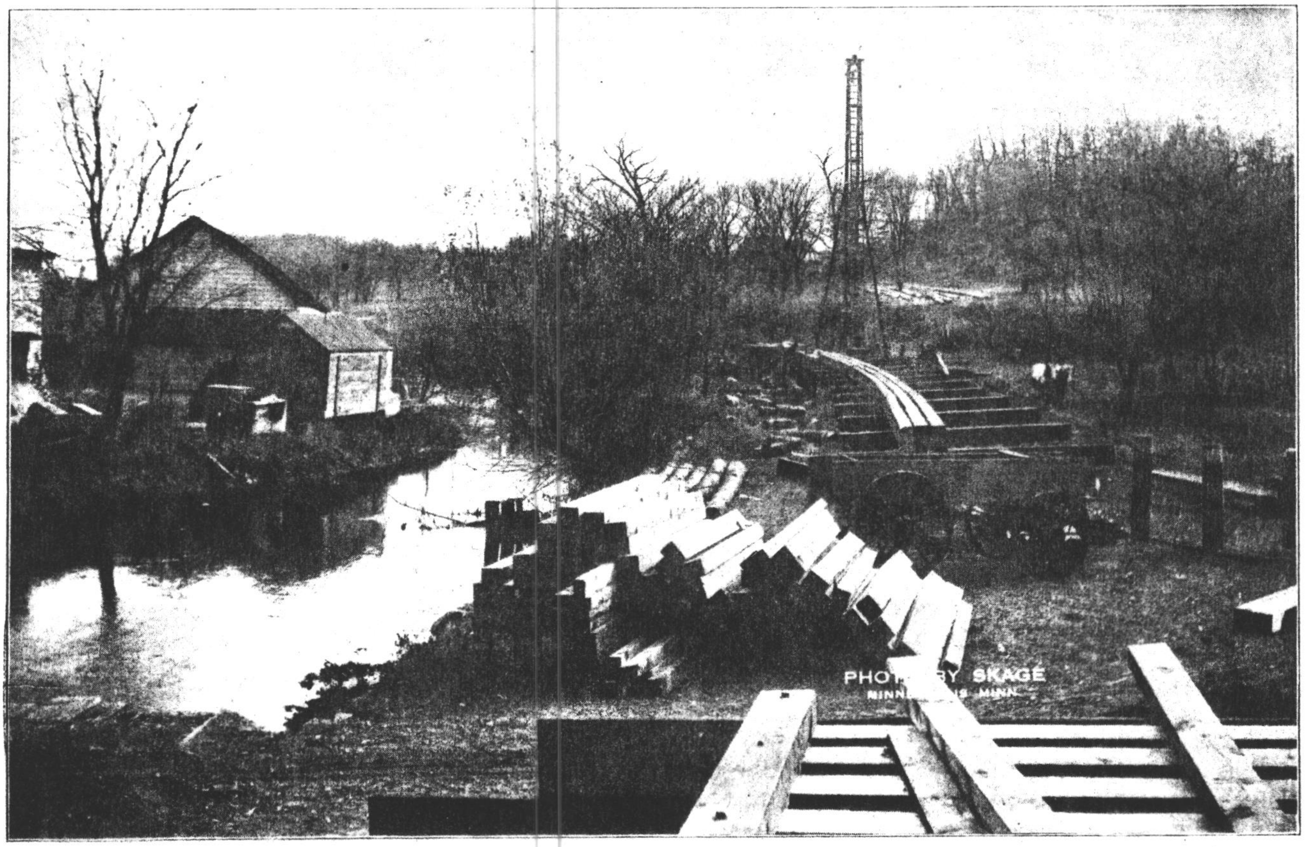
If we can make such a showing today, operating our cars, as we are, only to the city limits and reaching but one town of any size outside the city of Minneapolis, isn't it reasonable to suppose that when our cars are in operation to the two magnificent cities of Faribault and Owatonna and to our new terminal that our earnings will be sufficient to warrant the payment of very substantial dividends? A great many people think so, as shown by our last month's subscription list.

Now is the Time to Subscribe.

We are fully awake to the possibilities that are before us, we want to reach these at the earliest possible date. This is why our present free common stock offer is to be continued for a limited time. We want it generally understood, however, that the minute we have enough money to pay for the balance of the construction work into Owatonna we will positively withdraw our present offer without notice. The time is fast approaching when we believe that the block of stock that we have set aside for this purpose will be over subscribed. Many who are now apparently afraid to back up their own judgment with at least a small investment will be sorry when this opportunity is lost to them forever.

Personal Investigators Endorse the Dan Patch Electric Line.

We have published in this issue of the Dan Patch News and in former issues statements of disinterested parties—hard headed business men who have personally inspected our property, have investigated every feature carefully. They recommend the investment and give their reasons clearly and concisely. More than 8,000 people all over this country and Canada have read these statements and believed them to be true. This is an opportunity that you certainly cannot afford to pass. If you are already a stockholder take a few more shares while you can get more of this Free Common stock. If you are not a stockholder become one now—make this investment today and see if you don't profit and profit big thereby. We have reached success and offer to share it with you. What are you going to do?



COMING DOWN TOWN—CONSTRUCTION WORK ACROSS A MARSH INSIDE THE CITY LIMITS OF MINNEAPOLIS.

In the approach to our new terminal in the heart of this city we follow the course of Bassett Creek for some little distance near the city limits. At Sheridan and Chestnut Avenues North, we have at this writing 5,500 lineal feet of piling in. This piling construction extending from Western and Upton Avenues North to Sheridan and Chestnut, will carry our rails over the low marshy land lying along Bassett Creek.

MINNEAPOLIS DOUBLE TRACK CONSTRUCTION.

A very substantial and encouraging start has been made on the new double track entrance into the business center of Minneapolis. The contracts have been let and work has begun on the three miles of double line within the City limits on private right of way. About the middle of October car loads of piling and bridge timber began to arrive for this enterprise and contractors immediately put their forces at work with the result that up to November 1st, 5,500 lineal feet of piling was driven and 26,000 feet B M of bridge timber put in place; as much more has been added since that date. Piles up to 58 feet in length have been used to give the necessary penetration and stiffness. Standard timber bridges are being built, capable of carrying any but the very heaviest of railroad equipment; Washington fir and principally tamarack piling make up the construction material.

The entrance into Minneapolis is effected through what is known as Bassett's Creek Valley, and while in this valley, our curvature is limited to a six degree maximum, with a light even grade line. There are under crossings under two of the main traveled city streets, while at others less important the company crosses at grade. It may be said in passing that with this entrance into Minneapolis and apart entirely from the new and all important freight situation which it so favorably creates, there will be from ten to fifteen miles of handsome suburban passenger business created just outside Minneapolis along the main lines of the Dan Patch, which in itself will be no insignificant item of traffic.

Returning to the actual Minneapolis construction, contracts for grading have also been let and until the severity of winter prevents, dirt will be moved by a car outfit now operating near the West City Limits. Wherever this work terminates with the final freeze up, there it will be resumed at the earliest possible moment in the Spring of 1913 and pushed to a speedy completion into and at the new Minneapolis Terminal in the heart of the wholesale and provision district. At the same time the task of completing the connecting link southward to the present Dan Patch main line will be undertaken and vigorously pushed.

The universal judgment of business men, who are conversant with the situation and who know what has been accomplished elsewhere under far less favorable conditions is that this entire Dan Patch enterprise is one of the most important transportation developments now being witnessed and that there is absolutely bound to be an abundant benefit to Minneapolis, to the rural and city communities down the line and, as much as to anyone, to the Dan Patch Line itself in splendid earnings, increased stock values and easy extensions.

Definite locations through the suburban districts traversed in connecting our present operated line to the down town right of way will be made in the near future on preliminary surveys made nearly a year ago and plans formulated for necessary bridges and crossings. In this way the work of next season will be materially expedited.

Additions And Betterments—Present Operated Line.

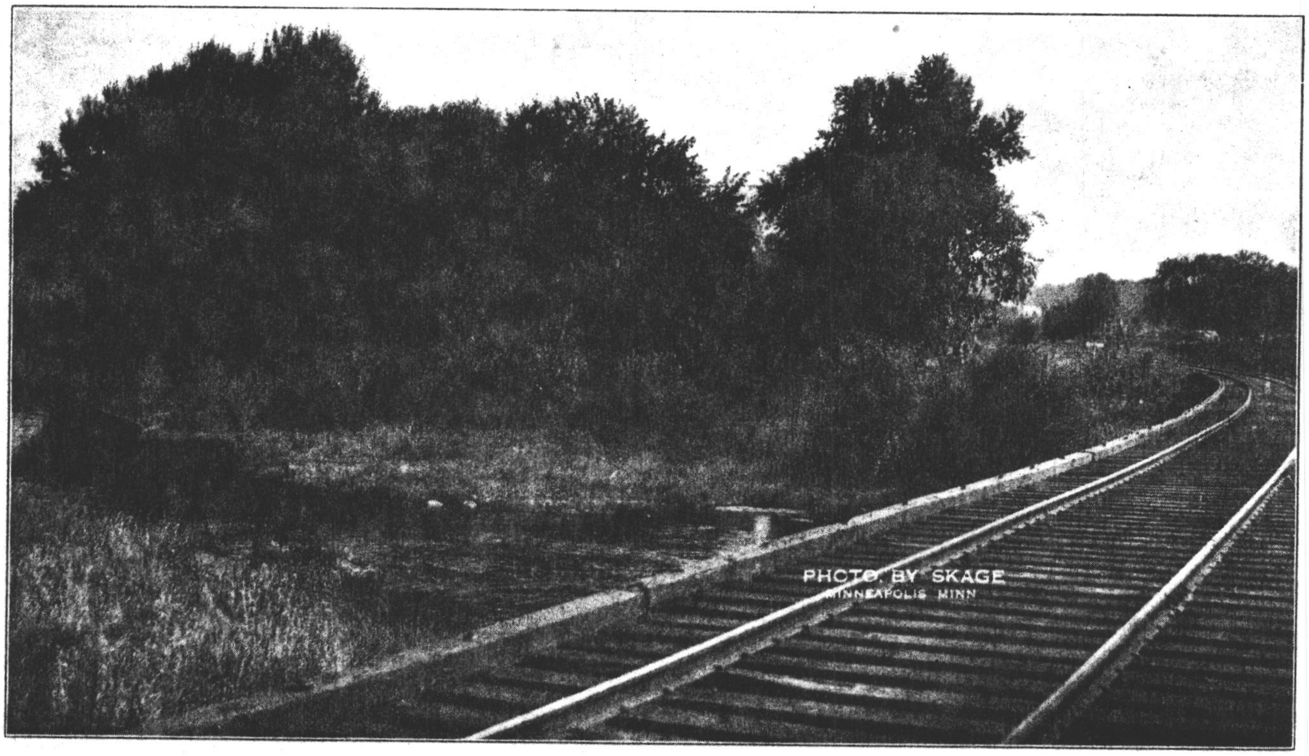
The two-fold lines of new construction and operated line improvements are being carried on at one and the same time. At the Minneapolis shops, a commodious car house for trailers and a paint shop section is being constructed by the Libby & Libby Co. This building is 36x230 feet, provided with two parellel tracks, and of practically fire proof construction; December 1st calls for the completion of same.

New trackage and "Y" facilities in conjunction with these shop improvements have been provided, which have been needed for sometime in handling the company's rolling stock. Final inspection of the new interlocking plant at Lakeville, Minn., will be made by the State R R & Warehouse Commission about November the 20th and the plant put in permanent operation. It promises to be very satisfactory and fully to meet the requirements of the case. The work is being done by the Federal Signal Company of New York.

Two new milk stations, which answer as well for small passengers shelters, have been built at the station of Eureka Center and Forstrum, making a total of some fifteen of such passenger and milk stations erected in the last fourteen months.

ALBERT GRABER.
Chief Engineer.

November 13, 1912.



ONE OF NATURE'S BEAUTY SPOTS ON THE DAN PATCH ELECTRIC LINE.

The Dan Patch Electric Line has never been advertised as a scenic Railroad, yet the fact remains that along our line may be found natural scenes of surprising beauty. The above is a picture of a small brook passing under the Dan Patch Electric Line through a sylvan glen, the banks on either side fringed with trees of many varieties. The brook is fed by divers springs and is cool and clear. As it nears the Minnesota River it passes through the International 1:55 Stock Farm and is of inestimable value as a watering place. This is only one of the many beauty spots along our line; numerous others from the heights above the Minnesota River valley and in the Lake district through which our line passes could be shown.

(Continued from page 5)

It is computed that there are over half a million miles of railroad in the world today operated by steam, representing a cost of something like forty-two billion dollars.

The transformation of this vast system to a system radically different, seems well nigh inconceivable, and yet, the work has begun, and those engaged in it who dare to hazard a prophecy, believe that it will not end until the whole has been accomplished and the steam locomotive has been relegated to the dust heap of abandoned human achievements, along with the stage coach which it once proudly superseded.

Dan Patch Business Doubles.

I state these things for the purpose of showing the views of our policy in the present development of the Dan Patch Electric Line, and indicate the whys and wherefores along the lines that we have been working.

As a further indication, I offer below, a comparison of the freight business of the Dan Patch Line, the service of which was installed, with the present wholly inadequate facilities and many inconveniences, for the purpose of demonstrating the possibilities with proper freight and terminal facilities.

The freight receipts indicate a growth as follows:

	1911 Lbs	1912 Lbs.
July		1,645,350
August	12,784	2,876,892
September	199,412	1,980,006
October	301,391	1,753,202
Total	513,587	8,255,450

A comparison of the number of passengers carried during the above months in each year, has been as follows:

	1911	1912
July	26,651	48,088
August	26,895	42,793
September	20,957	29,711
October	15,960	19,396
Total	90,463	139,988

This greatly increased business has been handled by the addition of but two more gas electric motor cars and three trailer cars over the number that were owned by the company in July, 1911. The car mileage for the four months ending Oct. 1st, 1911, was 60,997 miles, while the car mileage for the corresponding four months, ending Oct. 31st, 1912, and which handled about double the volume of business for those months of 1911, was but a little over 102,000 miles.

Briefly, some other lines of development that the Dan Patch Electric Line has enjoyed, which might be mentioned in passing. From July 1st, 1911, to Nov. 1st, 1912, no less than 15 new passenger and freight stations were erected along the line, more than 600 lineal feet of new main line track, 54 miles of wire fencing off the right-of-way were added and 8 miles of additional snow fences.

Besides these, about 4000 lineal feet of side and spur track additions were made, including turn-outs and switches. An inter-locking system has just been completed where the Dan Patch Electric Line crosses the Milwaukee Railroad tracks at Lakeville, Minnesota. This for purposes of additional safety to Dan Patch Line patrons.

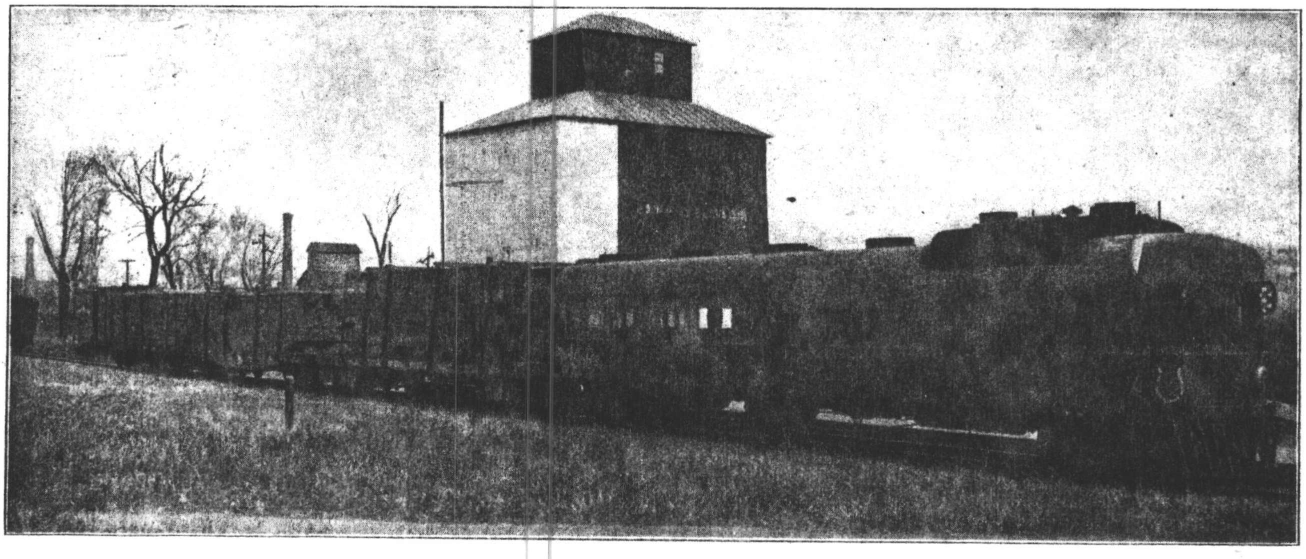
An additional piece of construction of importance during the past year has been the three quarter mile in approaches to the new overhead crossing at Savage. The completion of this crossing, not only greatly facilitates train operation, but insures added safety. The cost of grading, bridgework, etc., here has been about $30,000.00.

The new inter-locking system recently installed by the Company at Lakeville, and the overhead crossing completed within the past year at Savage, gives the Dan Patch Electric Line track practically a clean sweep from its Minneapolis terminal to Livingston, a most favorable condition for safety and train operation that possibly no railroad operating in or out of Minneapolis enjoys to a like degree.

Up to the year 1912, there has been a constant saving in the actual cost of moving steam freight and passenger trains. This has been accomplished by the steam railroads through their frequently increasing the weight and power of the steam locomotives, through larger cars, thereby resulting in larger train loads, with the same equipment than had heretofore been possible.

That saving in the expense of operating the steam railroad, now all agree, has reached its limit. The advance and

(Continued on page 10)



A TRAIN LOAD OF TIMBER ON THE DAN PATCH ELECTRIC LINE.

In the foreground of the above picture may be seen one of the Dan Patch Electric Power cars hauling a considerable load of heavy sawed timber. This material is to be used in extending our Line toward Faribault and Owatonna. The picture was taken inside the city limits of Northfield and in the background may be seen a few of the various industrial plants of that thriving city.

(Continued from page 9)

overhead charges in steam railroad operation from now on, must be met with but little further aid from the mechanical ways and devises.

The steam railroads have reached a period when greater economy in transportation is about impossible, and if there is to be a much further reduction in the cost of conducting transportation, it will have to be through the development of electric traction, especially for suburban service.

The possibilities of the latter, both from a view point of efficiency and economy of operation, are practically in their infancy.

DOW S. SMITH.
November 13, 1912.

WHY LEAVE MINNESOTA.

Why leave Southern Minnesota to raise fruit says Red Wing Republican:

"It does not seem to be necessary to go away from southern Minnesota in order to make money raising fruit. H. C. Partridge, who has forty acres just outside the city limits of Owatonna, picked this season 3,164 quarts of strawberries from a little less than three quarters of an acre. The average price he received was eleven cents a quart; $464 an acre ought to satisfy almost anybody, especially when we consider that farm lands in southern Minnesota can be bought for from $70 to $100 an acre on which not alone fruit can be raised, but all kinds of cereals; near fine cities where all the advantages of civilization can be had at a minimum cost, with splendid shipping facilities at reasonable rates. It is strange that people will be enticed by an alluring prospectus to go to the Pacific coast states and pay from $200 to $500 an acre for land that requires expensive irrigation and sometimes near undesirable communities and costly transportation rates. Truly, distance is an enchantment for many people."—Kenyon, Minn., Leader, Thursday, June 13, 1912.

RISE IN REAL ESTATE VALUES ALONG THE DAN PATCH ELECTRIC LINE.

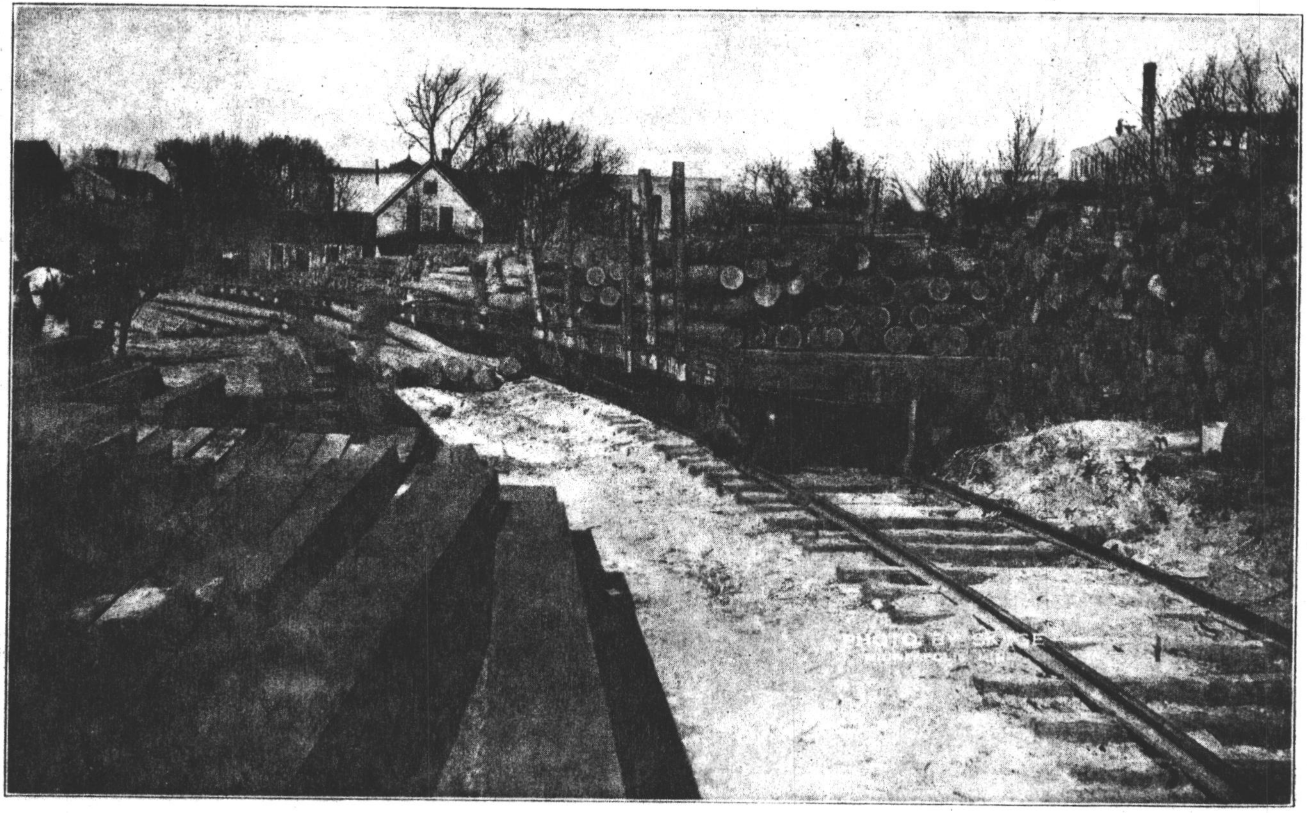
Many Suburban Colonies Being Established.

Real estate values along the Dan Patch Electric Line, are constantly on the ascent. Tracts that a few years ago could have been purchased at about one hundred dollars an acre are now priced at triple the amount and much of it, because of its rapid increase in value, is not on the market at any price. Several tracts of two hundred acres and less have been subdivided and sold in small lots, the seller usually offering to build moderate priced houses for lot purchasers on easy terms, thus making it quite easy for almost anyone to own a suburban home.

One of the most recent transactions was the sale of an eighty acre tract of land at Oxboro Heath to an Iowa investor, whose intention is to plat the tract into acre lots and offer it at prices ranging from $350 to $425 per acre. Oxboro Heath, which is about ten miles from the business section of Minneapolis, lies in a very fertile strip of country, the soil in that locality being particularly adapted for raising vegetables and fruit. Practically all of the land lying immediately around this station is being devoted to truck gardening and fruit raising. Side tracks have been built here and the freight rate is so low that shippers are able to get market prices on the ground for their produce.

Because of the efficient service offered by the Dan Patch Electric Line these country homes are coming in great favor, especially in these days of high cost of living. Prior to the building of the Dan Patch Electric Line the place where Oxboro Heath now stands was practically an open country with but a few scattering farm houses. Very shortly after our Line was built a large general merchandise store was built and an extensive trade has developed. A lumber yard, coal yard and feed store are now maintained at that point. During the past summer and fall more than two hundred car loads of Potatoes and several car loads of other produce have been shipped from that station over the Dan Patch Electric Line.

We are glad to note the increase of real estate values along our Line for this means more intensive cultivation, smaller tracts in the hands of each individual, consequently an increase in population and more produce that must reach the market over the Dan Patch Electric Line.



BRIDGE TIMBER AND PILING.

About fifty car loads of bridge timber and piling for use in constructing our Line inside the city limits of Minneapolis have been delivered and is now on the ground. The contract for the construction work calls for several bridges and tunnels for street crossings. Near Holden Ave. a huge steel span of 200 feet is required to carry our rails over the Great Northern and Minneapolis & St. Louis yards. This will let us down in our terminal on grade.

FOR $200 PER ACRE

G. W. Rushlow of Antler's Park Sells Home Place to Iowa Farmer.

IS CHEAP AT THE PRICE

Has Cleared up Upwards of $30,000 from His Antlers Park Holdings.

G. W. Rushlow has sold his farm, "The Pines," consisting of 58 acres near Antler's Park for $11,600, Jacob Wilde of Ridgeway, Iowa, being the lucky purchaser.

There are many who may think $200 per acre is a high price to pay for land, but when all things are considered it is one of the cheapest farms sold in that, or any other, part of the country for some time. Mr. and Mrs. Rushlow were loath to give up their home and had no intentions of selling until a short time before the deal was made. Only $200 per acre for land that in a few years the owner will laugh at an offer of double the amount. Antler's Park, only a stones-throw away, a beautiful watering place where thousands of people come from the cities to spend a day in nature's great rustic outdoors. Less than a quarter of a mile from Lake Marion, the prettiest of Minnesota's ten thousand lakes where shore lots in a few years will be selling at so much per foot instead of by the acre. Land where Dan Patch cars pass by going to a populace of more than half a million people selling for $200 per acre! But Mr. Rushlow has grown rich at it. Less than a dozen years he picked this and the farm where Antler's Park stands at a song—we'll say $30 per acre. He gave the Dan Patch right-of-way through five forties and later sold them the whole farm. He cleaned up a good $30,000 out of the deal and doesn't need to do very much worrying whether school keeps or not.

His present intentions are to buy a good home-site in Farmington and build a home and a cottage at the lake.
—Lakeville Leader.

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is sold on a spot cash guarantee of satisfactory results or money refunded. If you contemplate painting this fall be sure and write us for a copy of our *Big Paint Book* which we will send you absolutely Free, Postage Paid. This book quotes the lowest prices on a guaranteed paint, and we know that our prices will save you money.

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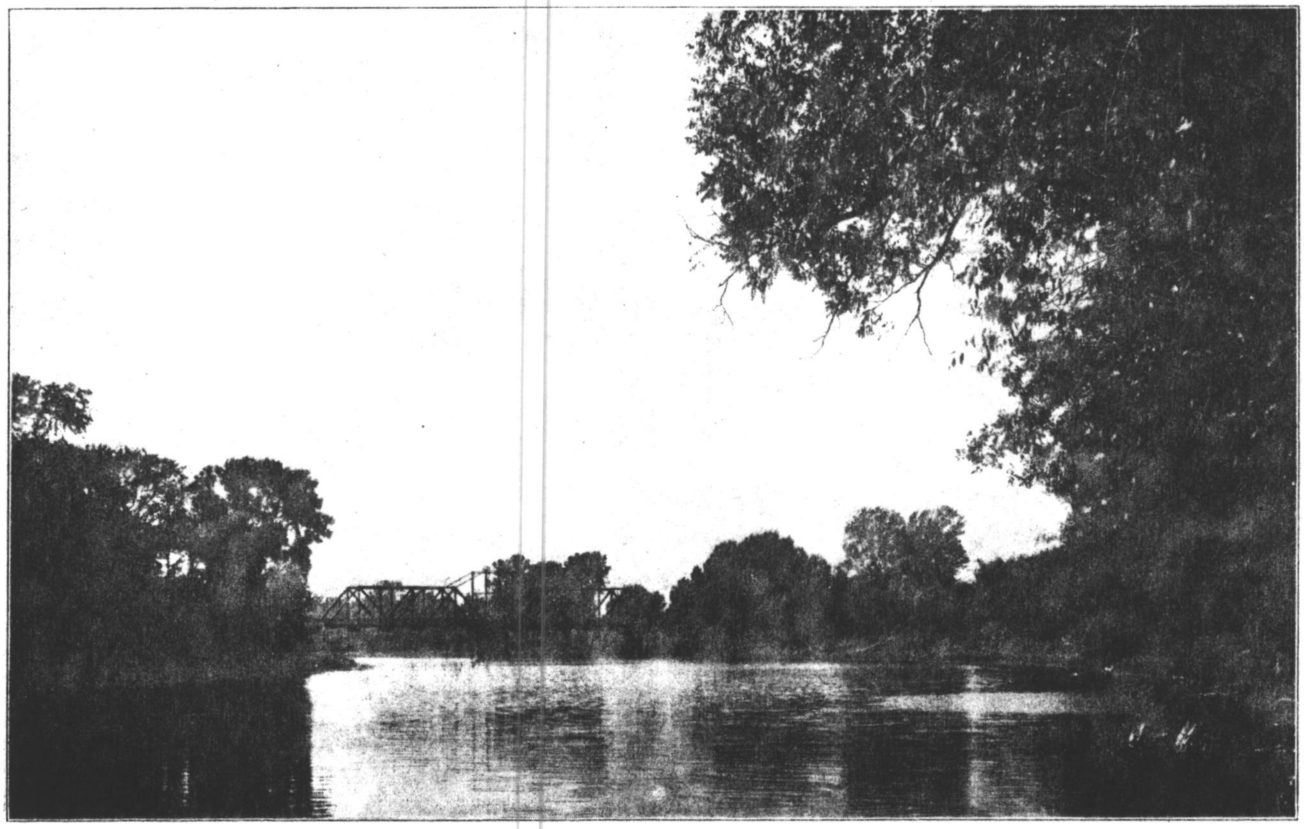


THE MINNESOTA RIVER ALONG THE DAN PATCH ELECTRIC LINE.

The Minnesota River being a navigable stream, we were compelled to construct a draw bridge to carry our rails over it at Savage, Minn. This bridge as seen above is constructed of steel, has a length of 550 Feet, built for double track and cost just $50,000. One-half of the bridge is at present given over to use of pedestrians, automobiles and horse drawn vehicles. When our line is double tracked the public use of the bridge will, of course, be discontinued.

MINNEAPOLIS TRAFFIC BREAKS ALL RECORDS

Report of Car Lot Movement Show Figures Overtopping Everything Previous.

Statements Taken to Mean Continued Prosperity for Entire Northwest.

Local Jobbers in Particular Feel Certain of Top-Notch Business.

Tangibly indicative of the great tidal wave of prosperity now sweeping over the Northwest, is a report which Minneapolis business men will receive this morning from the traffic division of the Civic and Commerce association, showing a record of the heaviest traffic movement in the history of the city. The report concerns the freight traffic in and out of this center during October. It was delayed a few days because of the illness of a Soo line recorder.

According to this history making complications of figures, 85,286 loaded freight cars were hauled in and out of Minneapolis last month. Although the record for freight movement in any one month was broken in September, the figures for October exceeded those of the preceding 30 days by 14,429 cars. Inbound cars, loaded with grain and merchandise, to the number of 45,922 were recorded here in October, while 39,364 carloads were shipped out.

INTERNATIONAL DOUBLE SANDED ROOFING

BEST ROOFING MADE

SOLD TO YOU AT WHOLESALE PRICES

96¢ AND UP PER ROLL INTERNATIONAL DOUBLE SANDED ROOFING GUARANTEED 6 TO 12 YEARS FURNISHED IN 1-1½-2½-3½ PLY

International Double Sanded Roofing is the Heaviest and Strongest Asphalt Roofing ever made and will last longer and give better satisfaction than any other kind. It is made of the best and strongest long fibre **Pure Wool Felt** saturated with asphalt combination and treated with pure mineral rubber. Contains no animal oil and guaranteed not to melt or run in the hottest weather or crack in winter. **Sanded on Both Sides, Making it Fireproof.** Put International Roofing to any test you can think of and we know your verdict will be that it is superior to any roofing you ever saw or used. Each roll of **International Roofing is 32-inch wide and contains 108 Square Feet**, allowing 2 inches for lap it will cover 100 square feet.

GUARANTEED 12 YEARS We guarantee our 3½-Ply International Roofing for 12 years; 2½-Ply for 9 years; 1½-Ply for 7 years; 1-Ply for 5 years. We stand back of every roll of International Roofing as we know it is the best roofing that it is possible to manufacture and our low prices will save you money.

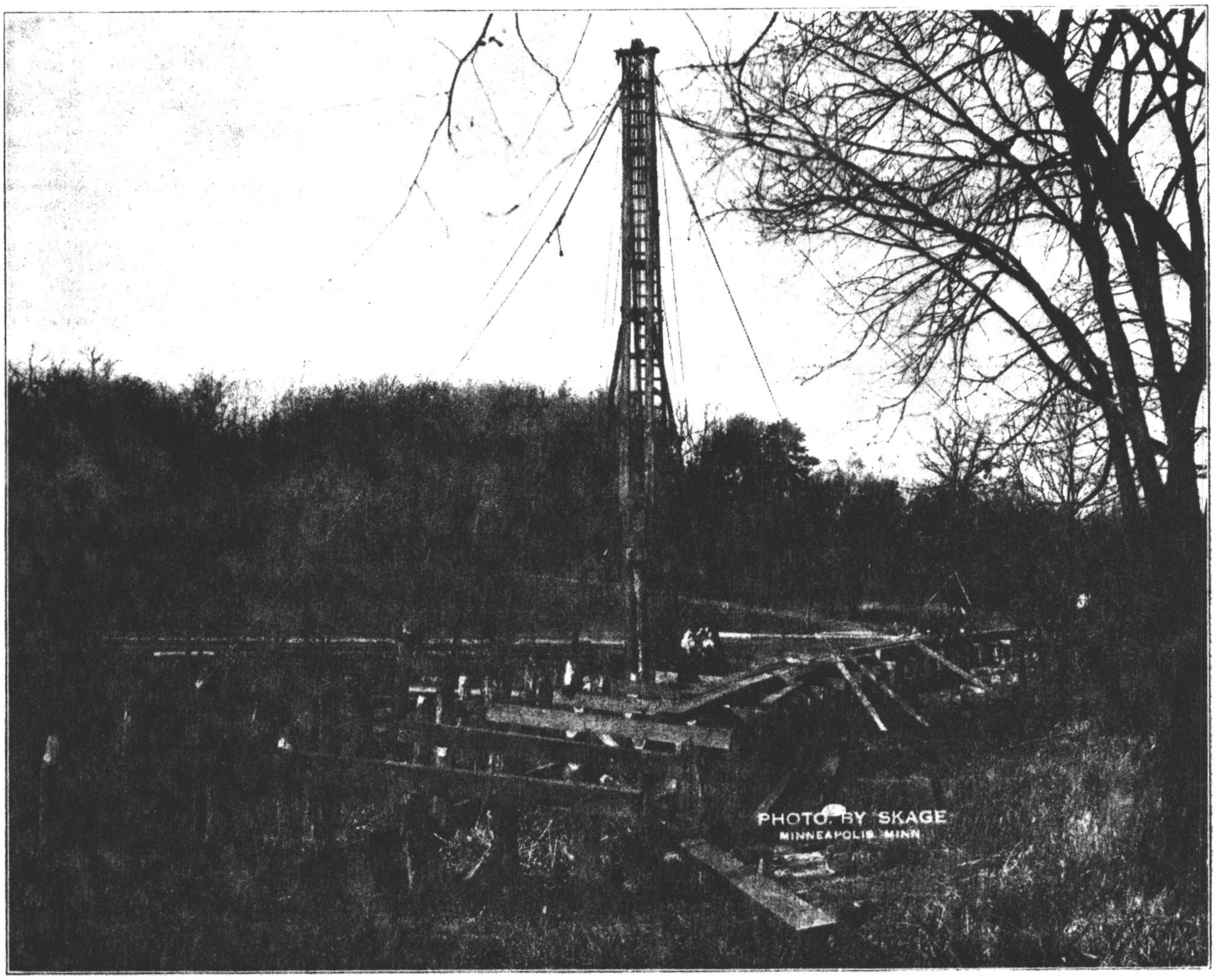
ORDER FROM THIS ADVERTISEMENT If you are in need of roofing at once. Don't pay some one more than we ask, but send us your order and we will rush shipment out to you. You take no risk whatever as we guarantee entire satisfaction and will refund your money together with transportation charges, if after receiving the roofing you do not consider it superior to any roofing you have ever seen.

FREE SAMPLES If you have time to wait and write us send us your request on postal card saying: **Send Me Your Free Samples of Roofing,** we will forward them at once, all charges paid. We know that after receiving our samples that you will quickly appreciate the extraordinary values offered and will send us your order. Address as follows:

	Ply	Guaranteed	Weight	Price
10A407	3½	12 years	80 lbs.	**$1.68**
10A405	2½	9 years	70 lbs.	**1.45**
10A403	1½	7 years	60 lbs.	**1.18**
10A401	1	5 years	50 lbs.	**.96**

Furnished Complete with Cement and Galvanized Nails

M. W. SAVAGE FACTORIES, INC.,
10 Roofing Department, Minneapolis, Minn.



CONSTRUCTION WORK PROGRESSING FAST WITHIN THE CITY LIMITS OF MINNEAPOLIS.

The contract for the construction work on the Dan Patch Electric Railroad inside the city limits of Minneapolis was let but a few weeks ago, yet a great deal of it is now ready for the rails. A huge pile driver is seen at work in this view on our double track construction. Many engineering difficulties have to be overcome in extending our line and the work is consequently somewhat slow. The huge timbers shown here are driven down to a depth of about fifty feet, insuring a firm foundation.

Grain Crop a Factor.

Principal among the factors that constituted this record making movement was the handling of the biggest grain crop the Northwest ever has known. Trainloads after trainloads of merchandise came into the city from eastern factories and many trainloads went out into the expansive territory practically controlled by Minneapolis wholesalers. W. P. Trickett, traffic director of the Civic and Commerce association, said that this report could be taken as the most conclusive evidence of the commercial advances that are being made by Minneapolis as the most influential jobbing center of the Northwest.

The report, which business men will receive today, gives the following figures:

	Recd.	Shpd.
Carloads in Oct., 1912.	45,922	39,364
Carloads in Oct., 1911.	36,957	28,440
Increase	8,965	10,924
Carloads in Oct., 1912.	45,922	39,364
Carloads in Sept., 1912.	38,066	32,791
Increase	7,856	6,573

Movement of Merchandise.

The enormous demands for merchandise which came during August and September from dealers in all parts of the territory when it became known that the crops were to be good might have caused a slump in October which would not have been deemed unfavorable. Instead, however, the month showed a huge increase. During the 31 days 44,938,201 pounds of merchandise was received and 99,657,085 pounds sent out. These figures exceeded those of September by 2,662,428 pounds and 5,399,087 pounds. The latter increase is looked upon as one of the most favorable in years. It shows stability in the jobbing trade for the coming season and indicates the wealth that must be prevalent in the Northwest as incident to such enormous buying ability.

The flour mills sent out 2,145,122 barrels of flour during October, compared to 1,716,316 in September. They shipped by-products to the amount of 72,258 tons, as compared to 61,141 in September. The total for grain receipts in car lots was 22,926. Of lumber, 1370 carloads were received and 1,001 shipped, while there were but 1,272 cars received in September. In October, 2,473 cars of fruit were received and in September, 1,861. Minneapolis received 162,169 tons of coal in October, compared with 102,641 in September.—Minneapolis Tribune, Nov. 12, 1912.

MANKATO IS LOOKING FOR US.

The **Dan Patch people** have secured extensive tracts of land at Minneapolis for terminals, and it is thought that work on its extensions this way may soon be looked for.—Mankato (Minn.) Journal. Friday June 14, 1912.

Ben Olson and R. J. Tully having finished their *railroad contract* at Ironton have taken a new job near Minneapolis on the *Dan Patch line.* They expect to move about 12,000 yards of earth this fall but will not complete the contract until next year.
—Aitkin (Minn.) Republican, Thursday, October 24, 1912.

(Continued from page 3)

as possible, a crossing was constructed that will require little or no expense for years to come. The total cost of this crossing and necessary timber trestle approach backed by heavy sand fill grades aggregated nearly Thirty Thousand Dollars.

This at a superficial glance might seem to some like an enormous expenditure of money for such a purpose, but when attention is called to the time saved in the operation of a large number of daily trains and the elimination of any possible accident that might cost the road even a larger sum in dollars and cents, without considering loss of prestige and standing that would naturally result from such a catastrophe, we believe that all will agree that the money was well spent and that the added value to the line was more than double the outlay.

The Inter-Locking Plant in Lakeville.

As previously explained, the conditions at Lakeville would not permit an over head crossing over the steam road at that point. The next best crossing was consequently installed, namely, an interlocking plant.

This form of crossing, is desirable where an overhead, crossing is not practical. No additional help will be needed to operate the plant for the business at Lakeville is sufficient to warrant the maintenance of a regular agent at that point and his office is so arranged that he can tend the crossing in addition to his usual duties.

Much Ballasting Done.

When the division of the Road between Minneapolis and Northfield was first put in operation a very small portion of the road bed was ballasted. All during the past summer crews have been at work up and down the line, doing this much needed work, so that practically all of the forty miles will be ballasted before work is suspended. This will put the road in the best of condition.

We were fortunate in being able to get the material for this work along our own right of way, thus reducing the expense to the minimum. The work has required the services of several large crews of men working during the entire season and a considerable sum of money has thus been expended.

By keeping our roadbed in good condition we will lengthen the life of our rolling stock and make travel more agreeable to our patrons.

Improvements at Antlers' Park.

So many improvements have been made at Antlers' Park that one would scarcely recognize it as the property originally taken over by our Company. In addition to the large stucco station building previously referred to, with its rustic wings on either side, many other buildings have been erected during the sum-considerable expense.

The Pavilion and Club House have been enlarged in order to properly handle the immense crowds, new attractions have been added for the amusement of old mer, at this popular summer resort, at and young alike. Rustic serving booths and Pergolas have been built at frequent intervals about the grounds. A small water supply plant has been installed to provide for water to the various buildings and for protection of our property in case of fire. The grounds are strung with Electric wires and a small lighting plant has been equipped to furnish electricity for the myriads of lights that flood the Park with their brilliancy every evening during the picnic season.

Shade trees, fruit trees, flowers and shrubbery in endless profusion have been planted under the direction of one of the ablest landscape gardeners of the country so that this property is today one of the best equipped and most beautiful pleasure resorts of the Northwest.

Improvements At Our Car Barns.

Improvements have been made at the car barns at our 54th St. station so that cars can be better cared for, inspected and prepared for service with quickness and dispatch. Within five minutes after a car has been placed in the barns on a return from a trip it is again in condition to be taken on the road. Our shops are quite extensive, affording shelter for the major portion of our equipment and giving plenty of room for its inspection and repair when needed. Every precaution is taken to preserve the rolling stock by keeping it in good repair and making it as attractive as possible.

Depots And Station Houses.

Plans have been made for an artistic terminal building in Minneapoils, the same to be several stories high and to cover a considerable ground space. In this train sheds will be provided on the ground floor as well as ticket offices, commodious waiting rooms, baggage rooms, in addition to all the other modern conveniences and facilities for handling traffic ordinarily found in connection with such terminal buildings.

The upper stories will furnish offices for the executive officers of the Company and for Electric Railroad supply men. At practically every stop along our Line we have erected neat, comfortable station houses for the comfort and convenience of our passengers while awaiting the arrival of trains. These structures are substantially built. Station houses with large waiting rooms for passengers, for storage of freight and express, and offices for ticket agents and other local employes, were constructed at 54th St. Minneapolis, Oxboro Heath, Savage, Lakeville and Northfield.

New Equipment.

During the year an immense amount of new equipment has been added, which has required the expenditure of a vast sum of money. In placing an order for a car or other equipment a remittance accompanies the order and on this account a better price can be procured and the order receives precedence over others. All of our equipment is especially manufactured for us and before it is delivered it is subjected to every possible test to prove its efficiency. This partly explains why we were able to maintain our schedule during the severe winter weather early in the year when practically all of the other roads were tied up entirely or were operating under a demoralized schedule.

Our 72 foot all steel cars are the product of the General Electric Co. of Schenectady, N. Y., the largest builders of motor cars in the world. Our power cars cost us on an average of Twenty-five Thousand Dollars per car, but they are truly the last word in car builders' art—the most modern and up-to-date cars that have so far been devised. The Company now owns nine all-steel power cars and five trailers. Of these three power cars and three trailers have been added during the past year, together with a great deal of freight equipment comprising box cars, flat cars, gondolas, etc.

The passenger and freight carrying capacity of the road was sorely taxed during the past summer and it will be necessary to add to the equipment early during the coming season.

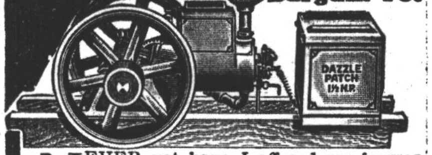
Right Of Way Secured.

Our superintendent of right of way with his corps of assistants has been busy during the year procuring the necessary right of way so that no obstacles will be in the way of the construction crews when the work is in progress. Practically all of the right of way has been secured to Owatonna and some beyond. Every preparation has been made for the completion of the work into Faribault and early in the spring we expect to be pushing on into Owatonna.

The Company today has a considerable surplus on hand and if present subscriptions can furnish a basis for future predictions early spring will find us with sufficient funds in sight to carry out our present plans. This assurance should not cause anyone to withold further financial support in the belief that the fight is won, for the final struggle is just beginning. In ascending an incline the last barrier before the summit is reached and the descent begins is invariably the hardest to cross.

1½ H.P.-$27.25

Best Engine Bargain Yet


DAZZLE PATCH 1½ H.P.

NEVER yet have I offered my farmer friends a bigger, better bargain than this Dazzle Patch Engine. Don't judge it by the price but get the catalogue and learn *all* the features that put the Dazzle Patch at the head of the procession.

Savage Says: "Try My Engine 2 Months FREE"

Get my 5 year guarantee with $5,000,000 backing. Think what it will mean to run your pump, churn, ice-cream freezer, washing machine, grindstone—every small machine by safe, cheap, dependable power. You make your final decision after *2 months trial.* My *direct sales plan* and *factory price* offer gives you Dazzle Patch quality at least outlay. *Your engine will pay back* every cent of the $27.25 in no time.

DAZZLE PATCH GASOLINE ENGINES

The rame "Dazzle Patch" never has been put on a finer article than the Dazzle Patch Engine. There are many different styles and sizes in the catalogue, but no matter which Dazzle Patch engine you choose you're bound to be satisfied and delighted because the fine steels, the careful machining of parts, the extra piston rings, the full equipment make you certain of biggest service right straight along for years. Dozens of *reasons* given in the catalogue.

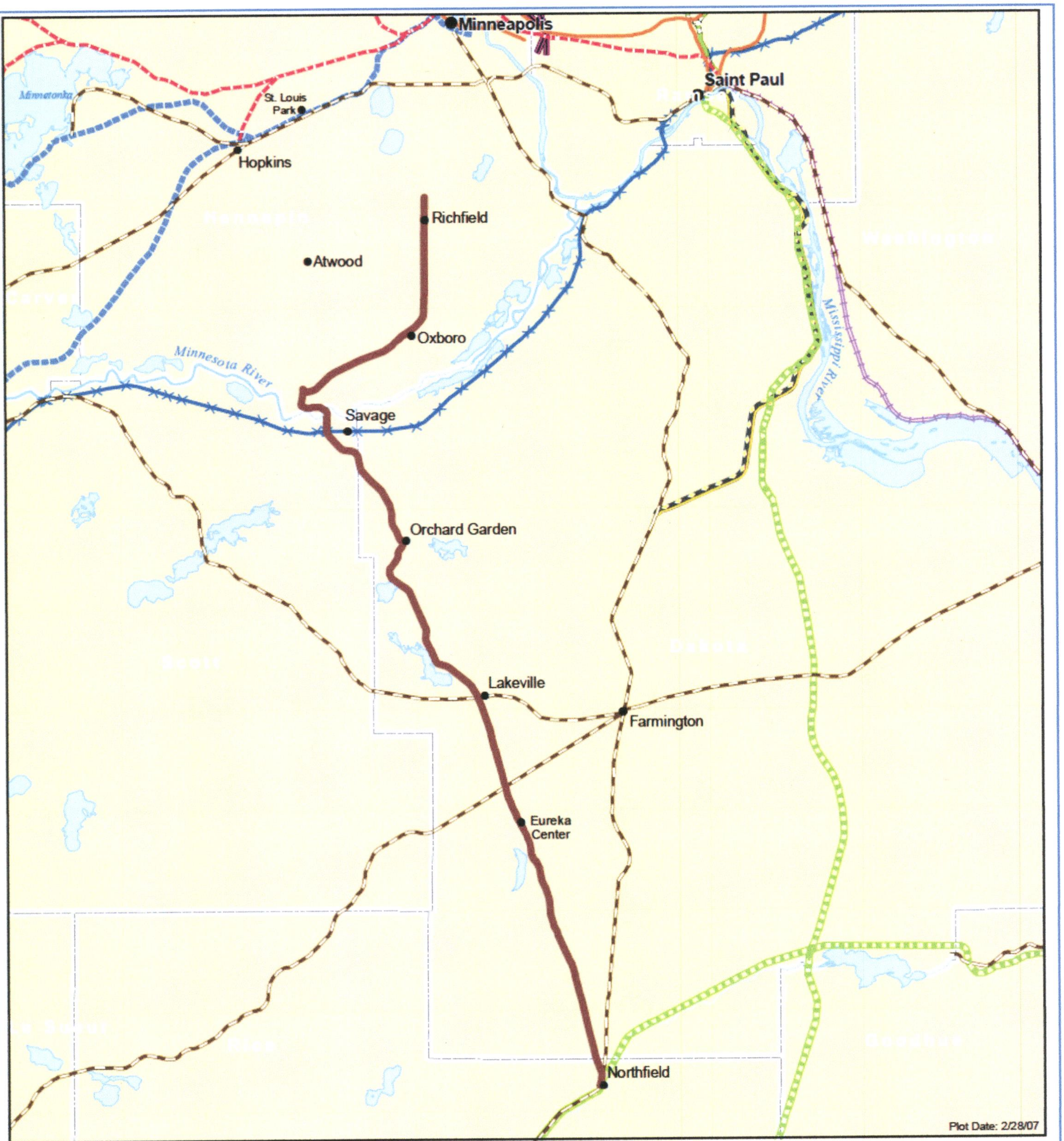
You Need My Catalogue because in it I give in full my entire offer. Solid, convincing facts showing *why* you can't afford to own any other engine but the Dazzle Patch. Write me this minute. Send the coupon or letter as you please, but do it at once. You need my catalogue to refer to no matter what engine you are going to buy. Write NOW.

M. W. Savage, President
M. W. Savage Factories. Inc., Dept.
Minneapolis,
Minn.

M. W. Savage, Pres., M. W. Savage Factories. Inc., Dept.
Minneapolis, Minn.

Please send me catalogue of your 1 1-2 H. P., $27.25 Dazzle Patch engine and other engines and full particulars of your entire proposition.

Name.........................
Town.............................
State...................R. F. D........


Minneapolis
Saint Paul
Minnetonka
St. Louis Park
Hopkins
Richfield
Atwood
Oxboro
Minnesota River
Savage
Mississippi River
Orchard Garden
Lakeville
Farmington
Eureka Center
Northfield

Plot Date: 2/28/07

Map adapted from the MN DNR divison of Fish and Wildlife 100k Lakes and Rivers and 100k Hydrography, Railroad Commissioners Map of Minnesota, 1930 and MN DOT Abandonded Railroads GIS data.

Legend

- Minneapolis St. Paul Rochester and Dubuque, 1908 - 1910 Construction (Mpls Northfield and Southern)
- Northern Pacific
- Great Northern
- Minneapolis St. Paul and Sault Ste. Marie
- Chicago Milwaukee and St. Paul
- Chicago and North Western
- Minneapolis and St. Louis
- Chicago Burlington and Quincy
- Chicago Great Western
- Chicago Rock Island and Pacific
- Minnesota Transfer

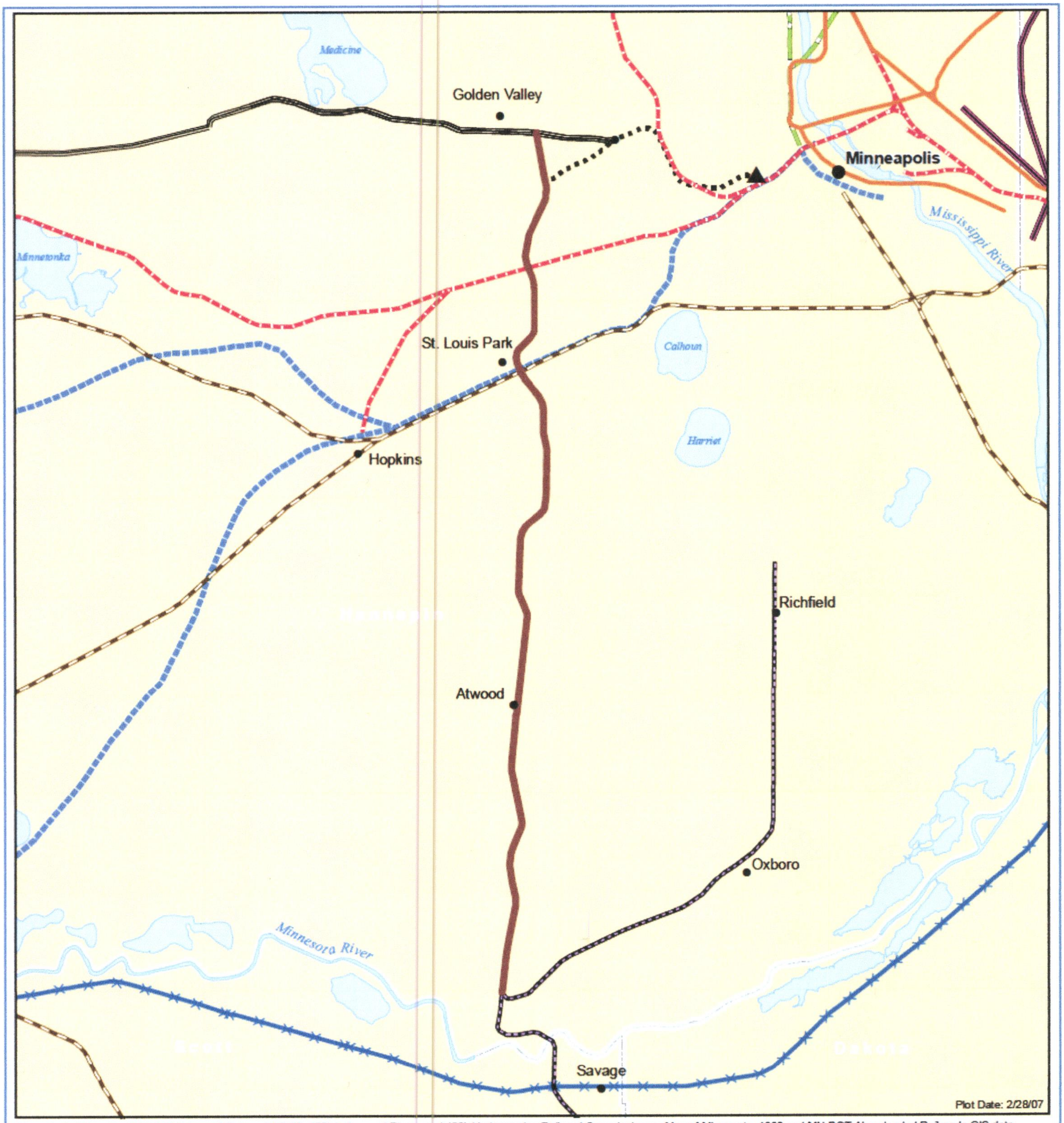
N
W E
S

0 4.5 Miles

1 inch equals 4.6 miles

Figure 17.
MINNEAPOLIS NORTHFIELD AND SOUTHERN - 1908 to 1910

Minnesota Statewide Historic Railroads Study
Project Report


Medicine
Golden Valley
Minneapolis
Minnetonka
Mississippi River
St. Louis Park
Calhoun
Harriet
Hopkins
Hennepin
Richfield
Atwood
Oxboro
Minnesota River
Scott
Savage
Dakota
Plot Date: 2/28/07

Map adapted from the MN DNR divison of Fish and Wildlife 100k Lakes and Rivers and 100k Hydrography, Railroad Commissioners Map of Minnesota, 1930 and MN DOT Abandonded Railroads GIS data.

Legend

- Mpls St. Paul Rochester and Dubuque, 1913-1915 Construction (Mpls Northfield and Southern)
- Minneapolis St. Paul Rochester and Dubuque (Pre-1913)
- Northern Pacific
- Great Northern
- Minneapolis St. Paul and Sault Ste. Marie
- Chicago Milwaukee and St. Paul
- Chicago and North Western
- Minneapolis and St. Louis
- Electric Shortline Railway Co.
- Minnesota Transfer
- Electric Short Line Terminal Co.
- ▲ 7th Street Terminal (3rd Ave. N. and N. 7th St. in Minneapolis)

N
W E
S

0 2 Miles

1 inch equals 2 miles

Figure 18.
MINNEAPOLIS NORTHFIELD AND SOUTHERN - 1913 to 1915

Minnesota Statewide Historic Railroads Study
Project Report